

# Circulation Walking, Bicycling, Transit & Vehicles



Caltrain Station



In Valley Transit



Multi-Way Boulevards



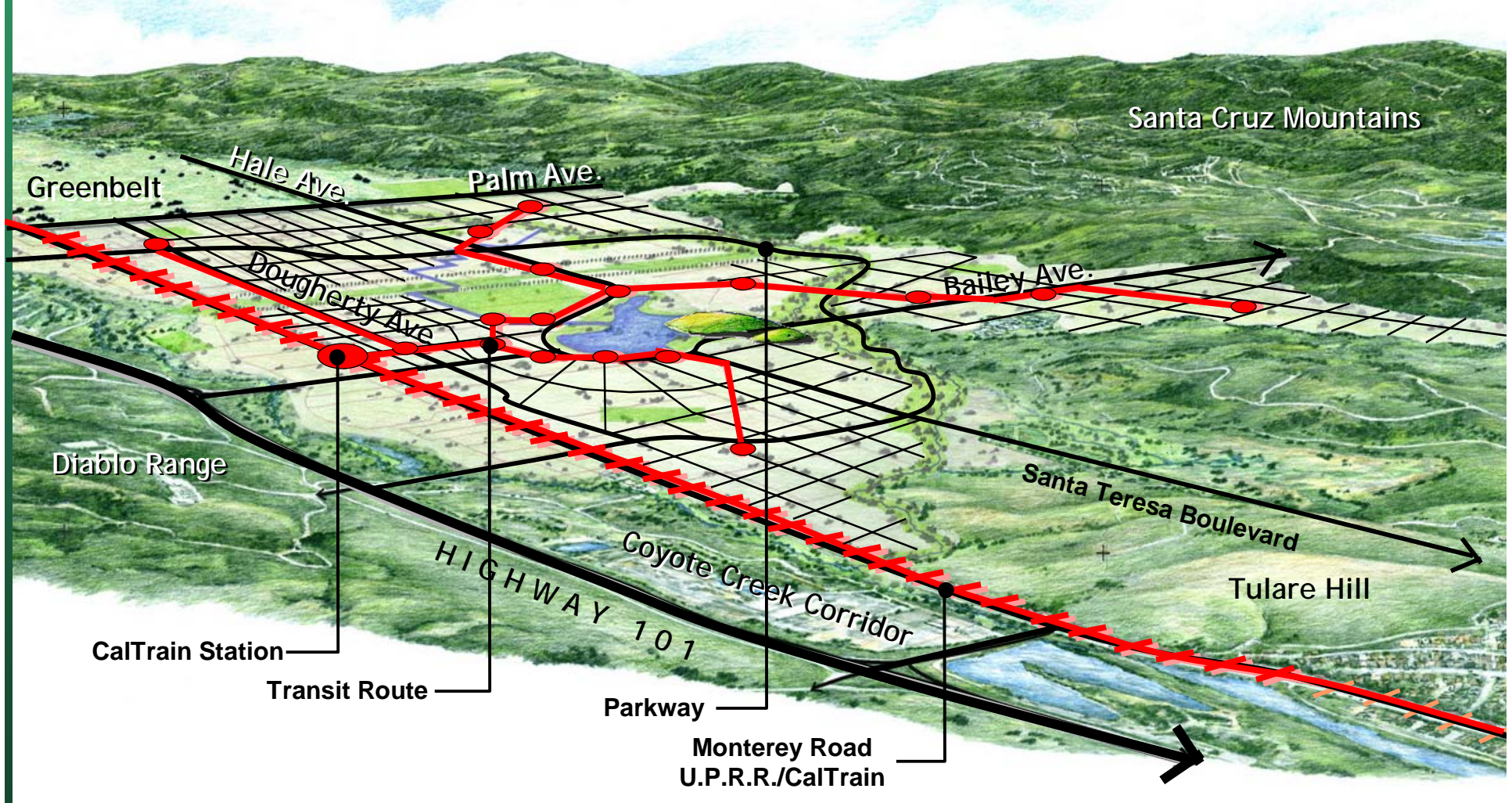
Safe Routes to School



Multi-Use Trail



Grade Separations





# Composite Framework



A. Fisher Creek



B. Coyote Lake



C. Canal Park



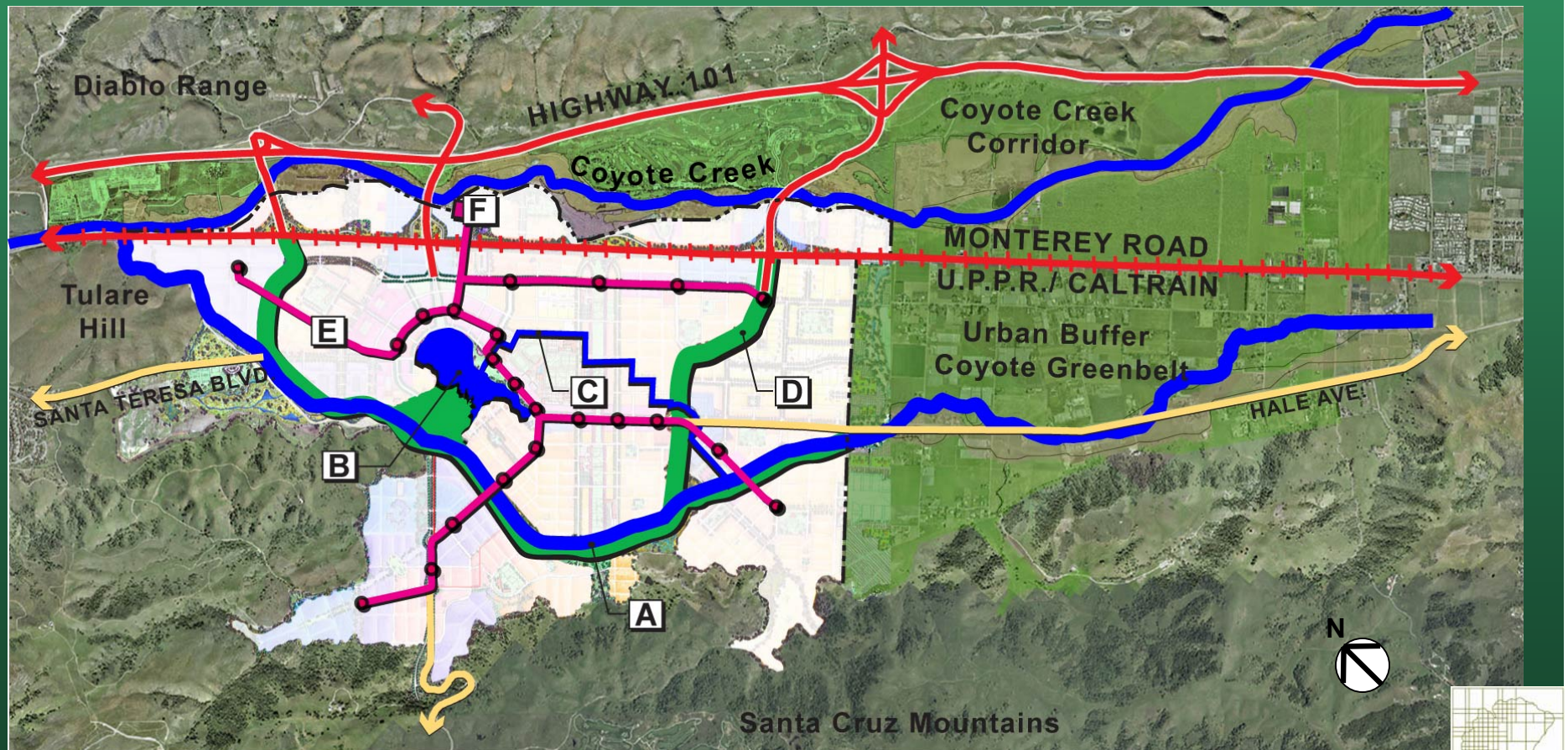
D. Parkway



E. In Valley Transit



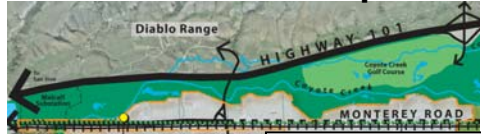
F. Caltrain





# Composite Framework Green Systems

## Environmental Footprint



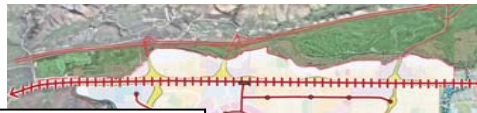
## Green Infrastructure



## Blue Infrastructure



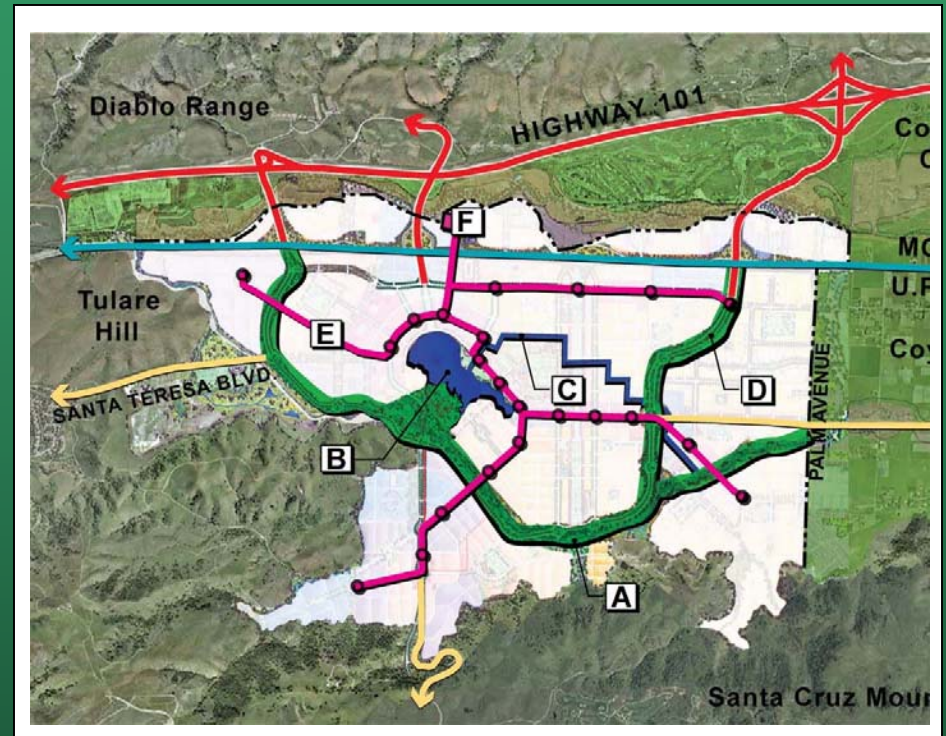
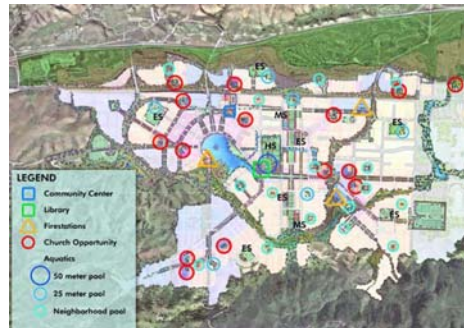
## Transit, Walking, Bicycles, & Streets



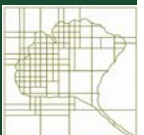
## Sustainability



## Public Facilities

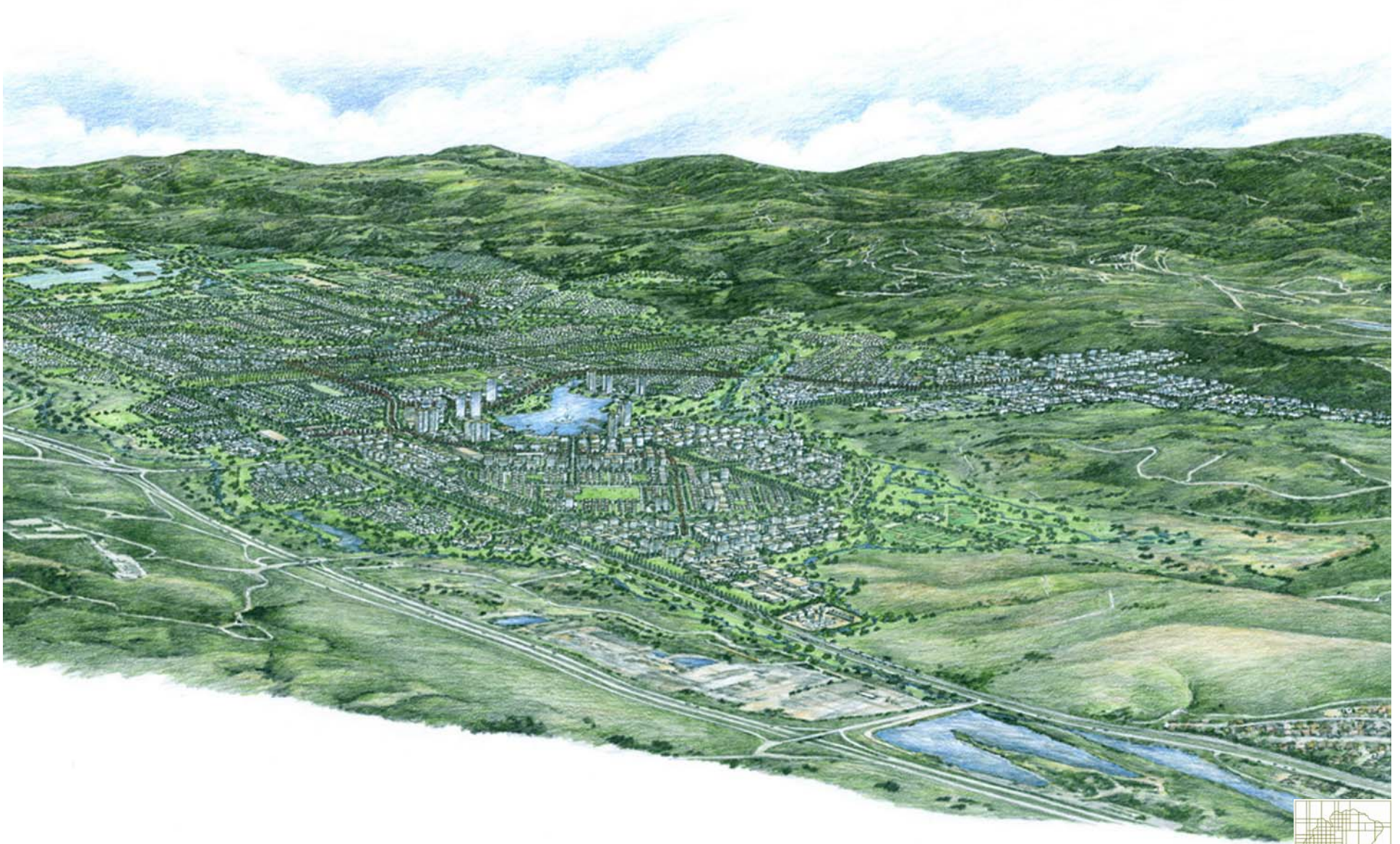


## Composite Framework





# Aerial Rendering





# April 2004-September 2004 A Consensus Framework





# April 2004-1<sup>ST</sup> WORKSHOP

Learning the land-Exploring Big Ideas



THE  
BIG  
VISION





# May 2004-2nd WORKSHOP

## FILTERS-STRATEGIES-APPROACHES

Filter: Idea evaluation>Inclusion or rejection

Strategies: General concepts not specific to Coyote Valley

Approaches: Application of Strategies specifically to Coyote Valley





## 2<sup>ND</sup> WORKSHOP

### MOBILITY STRATEGIES

- Internal trip capture
- Disbursed transportation technology
- Structured shared parking

### ROAD STRATEGIES

- Urban walks and trails
- Neighborhood streets
- Main streets





## 2<sup>ND</sup> WORKSHOP

### DENSITY STRATEGY

A broad diversity in density rang



### WORKPLACE STRATEGIES

- Mixed workplace to match San Jose employment
- Corporate building/branding in urban context
- “Not so purpose built” workplace



#### ONE-THIRD OF EMPLOYMENT IS IN SMALL FIRMS; 55% IN MEDIUM FIRMS, 15% IN LARGE FIRMS

	Small		Medium		Large
	<10	10–35	35–100	100–1000	1000+
Share of Workers	12%	18%	21%	34%	15%
Share of Companies	70%	19%	7%	3%	1%
Number of Workers	43,810	63,580	74,960	120,290	52,930
Number of Companies	13,070	3,440	1,320	540	20

*Distribution of Employment And Businesses by Company Size*



## 2<sup>ND</sup> WORKSHOP

### STRATEGY- A UNIQUE AND MEMORABLE QUALITY OF PLACE

- Main street
- Major mixed-use urban form
- Civic focus urban form
- Enclaves
- Labyrinths
- Town center
- Neighborhood center





## 2<sup>ND</sup> WORKSHOP

# APPROACHES-ENVIRONMENTAL FOOTPRINT



### 1: Floodway Improvement

- Retain existing Fisher Creek alignment and provide additional setbacks
- Introduce a second reach of Fisher Creek for flood control and habitat enhancement



### 2: Restoration

- Fisher Creek realigned to its "natural location"
- Enhance wetlands, flood control, habitat and recreational opportunities



### 3: Dispersed

- Fisher Creek realigned to its "natural location"
- Provide water feature and greenways for detention, bio-filtration and recreation

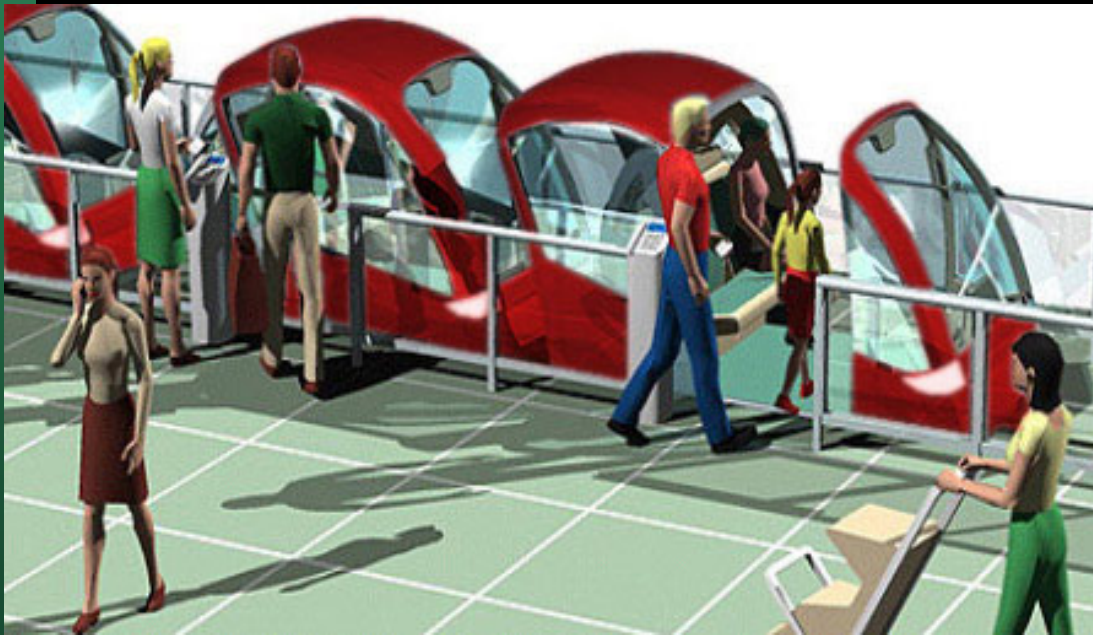


## 2<sup>ND</sup> WORKSHOP

### APPROACHES- INTERNAL TRANSIT

Fixed route spine

Personal rapid transit





## 2<sup>ND</sup> WORKSHOP

### ROAD APPROACHES

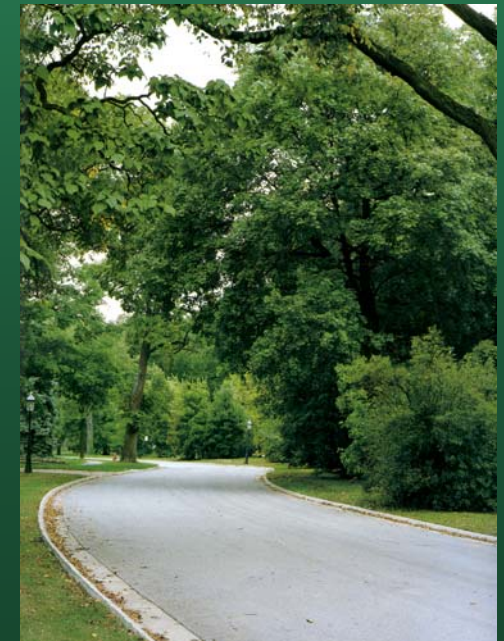
#### ■ City standard



#### Continuous grid



#### Parkway

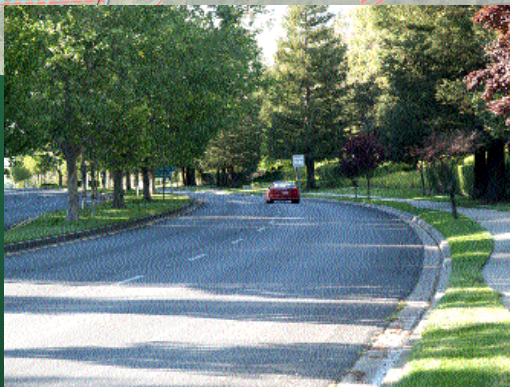
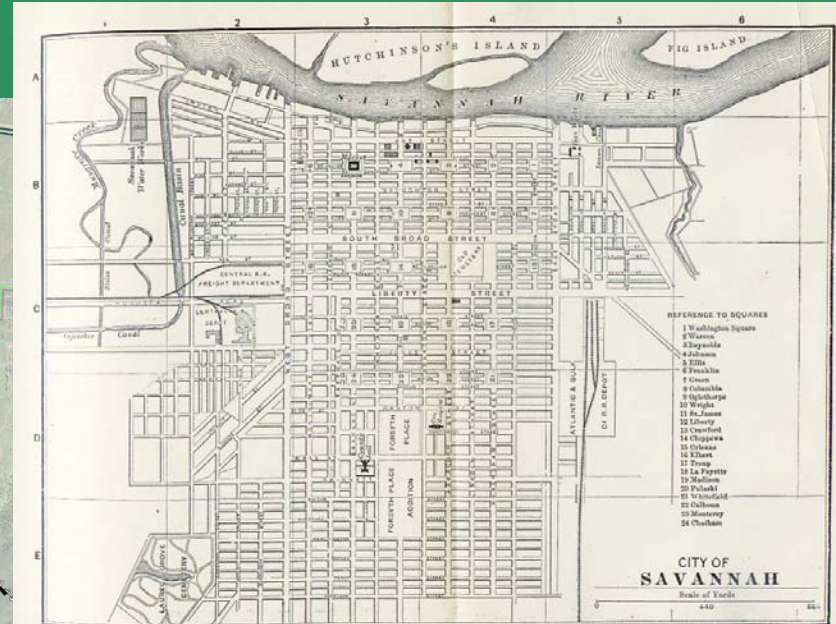
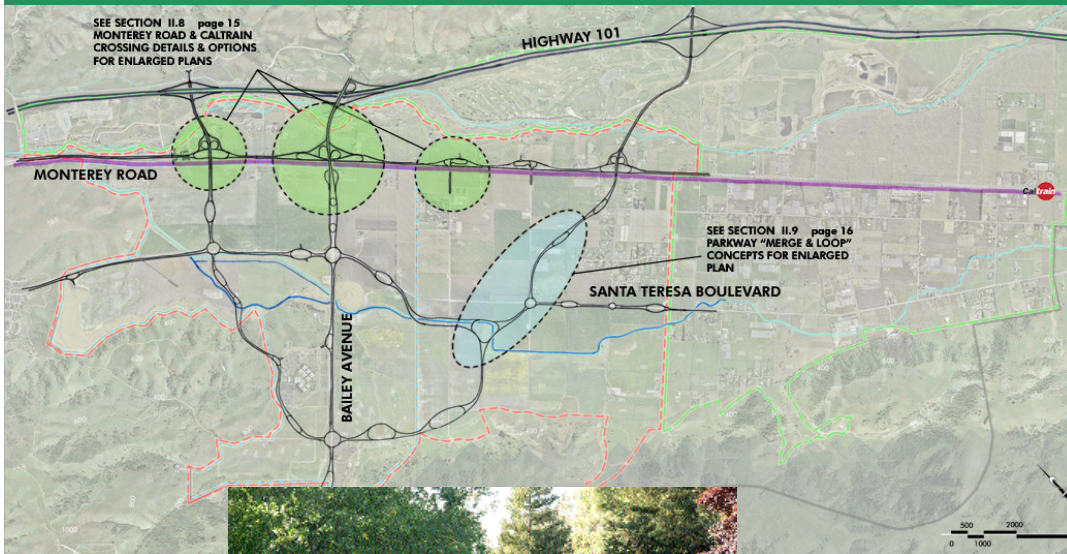




## 2<sup>ND</sup> WORKSHOP

# ROAD APPROACHES

- Parkway + low-volume grid

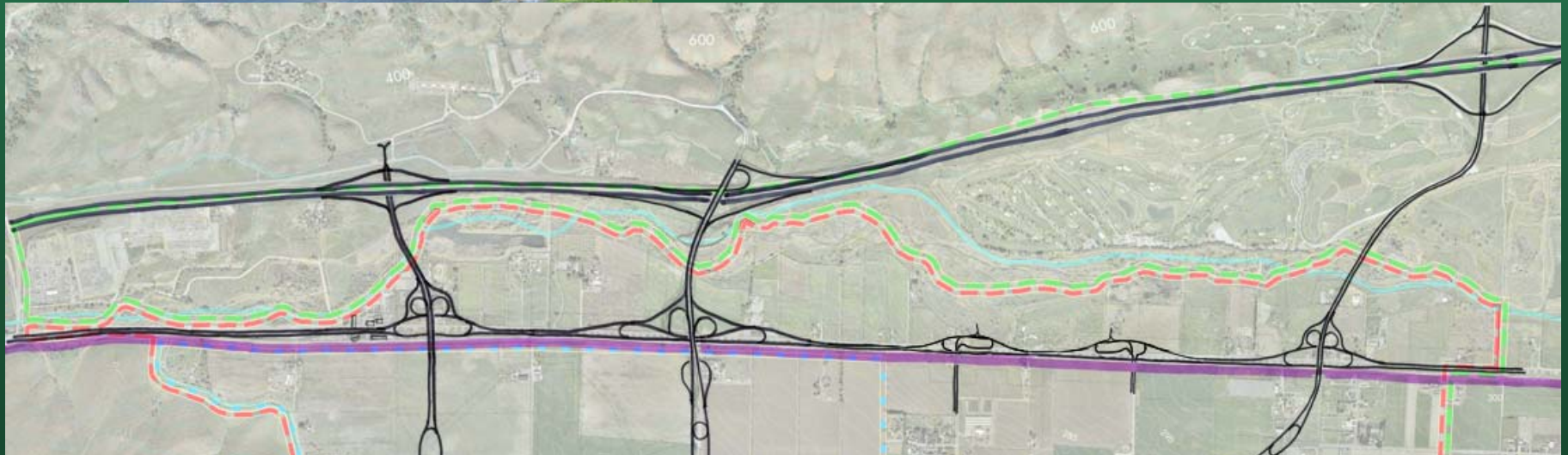
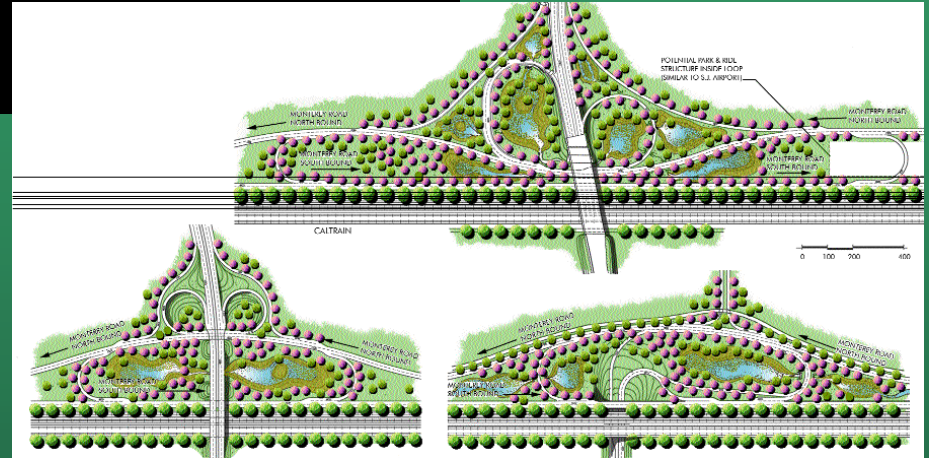




## 2<sup>ND</sup> WORKSHOP ROAD APPROACHES

### ■ Monterey Road

### Integrated-parkway





## 2<sup>ND</sup> WORKSHOP

### FOUNDATION APPROACHES

- Destination entertainment, dining, retail

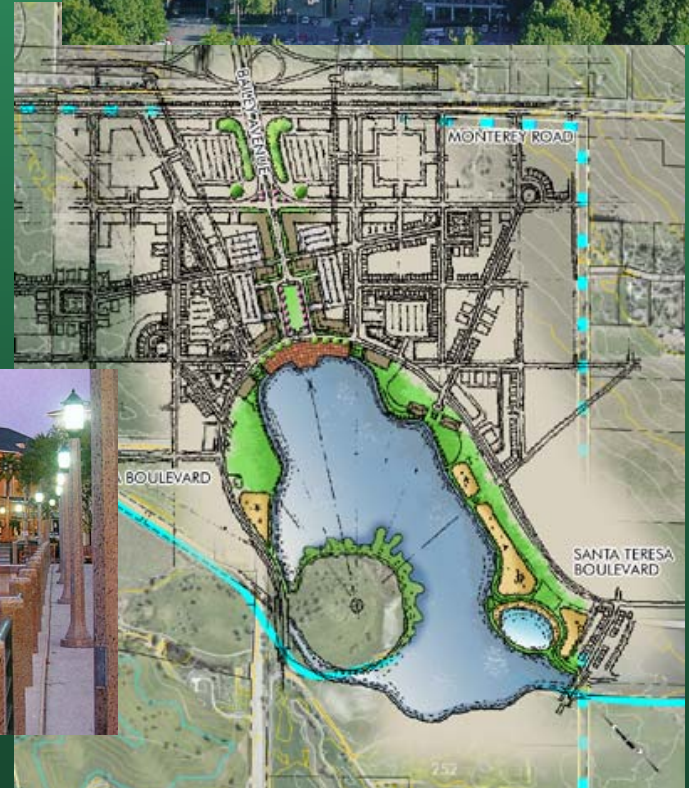




## 2<sup>ND</sup> WORKSHOP

### FOUNDATION APPROACHES

- Celebrate water (Urban from the Start)





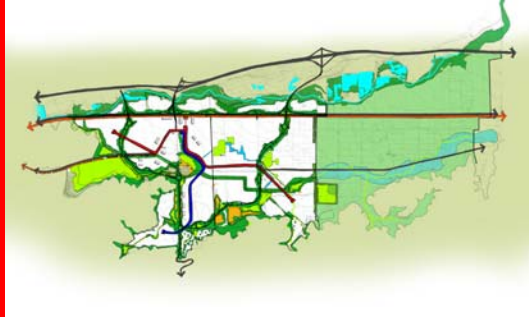
# June 2004-3rd WORKSHOP

Interactive Concept Planning- Urban Design- Vision

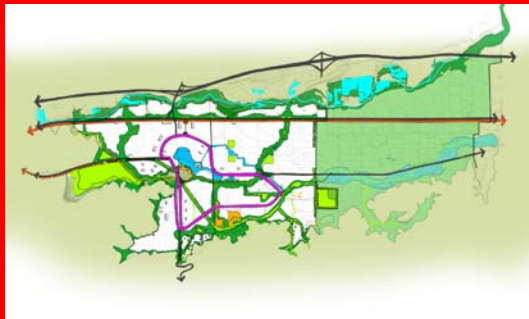




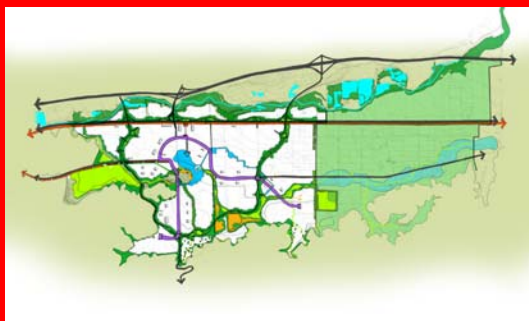
# CONCEPT STUDIO



**REGULATORY CONFORMANCE-  
SPOKE TRANSIT**



**ENHANCE FISHER CANAL IN PLACE-  
LOOP TRANSIT**



**RESTORE FISHER CREEK'S ORIGINAL  
LOCATION-SPINE TRANSIT**

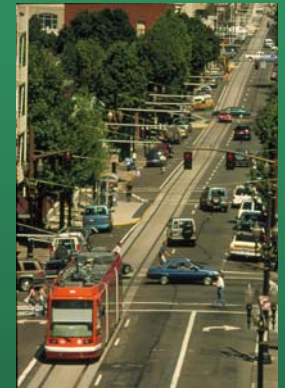


## 3<sup>RD</sup> WORKSHOP **CONCEPT STUDIO RESULTS**

Include lake as a focal point



Include a transit system with hub for Cal Train, light rail, pedestrian access



Provide natural landscaping



Investigate wildlife migration needs





## 3<sup>RD</sup> WORKSHOP **CONCEPT STUDIO RESULTS**

### Strong mixed-use community core



### Public facilities-Parks



### Realign Fisher Creek



### Share use of parking





# DESIGN STUDIO



**DISTRICT 1-COMMUNITY CORE-  
REGIONAL RETAIL**



**DISTRICT 2-TRANSIT  
NEIGHBORHOOD**



**DISTRICT 3-CORPORATE AND  
RESIDENTIAL MIX**



## 3<sup>RD</sup> WORKSHOP

### DESIGN STUDIO RESULTS



# VISION STUDIO



**COMMUNITY CORE**



**NEIGHBORHOODS**



**GREENBELT**



## 3<sup>RD</sup> WORKSHOP

### VISION STUDIO RESULTS

#### Community Core

Pedestrian orientation and access



Cultural, social, artistic, educational, retail & dining activities



A variety of transit options



#### Mixed-use buildings



## 3<sup>RD</sup> WORKSHOP

### VISION STUDIO RESULTS

#### Greenbelt

Rural residential housing



Vineyards, crops,  
grazing land,  
nurseries



Pedestrian, bicycle, and  
equestrian trail network



Restore creek bed and  
wildlife habitats





## 3<sup>RD</sup> WORKSHOP

### VISION STUDIO RESULTS

#### Neighborhoods

Schools, police and fire stations,  
libraries, religious facilities



Tree-lined streets, pocket parks,  
recreational uses and path

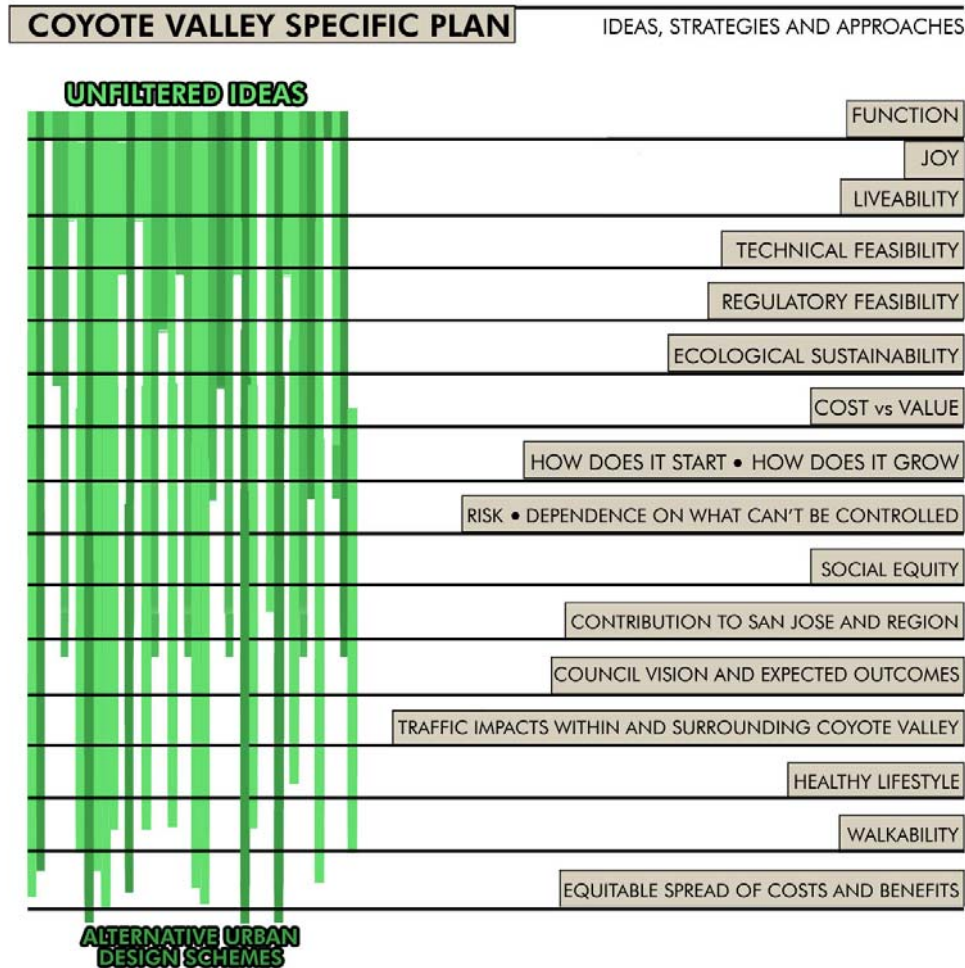


Single family detached and town  
homes, affordable & senior housing

4th WORKSHOP

# August 2004-4th WORKSHOP

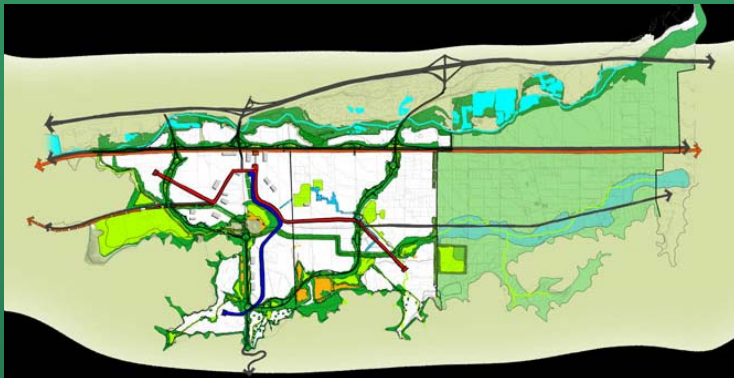
## Technical Alternative Framework Analysis



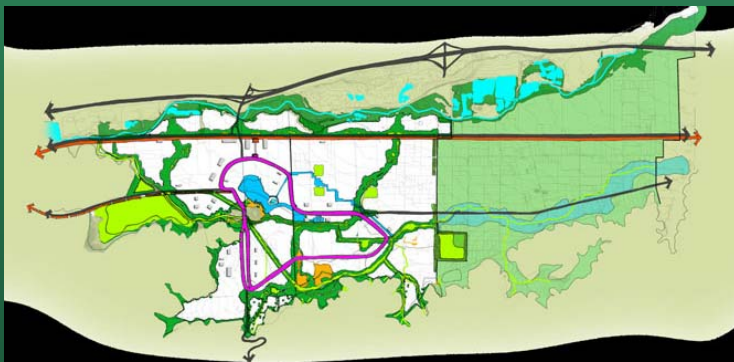


## August 2004-4th WORKSHOP

### Technical Alternative Framework Analysis

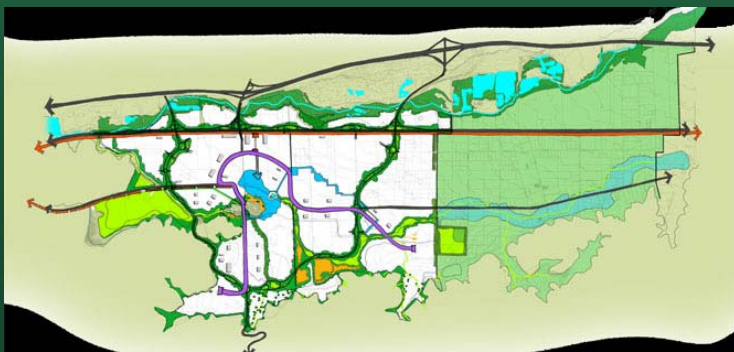


SPOKE Transit Spokes-Fisher Canal avoided and left in place-No Lake-Bailey west as part of Parkway



#### LOOP

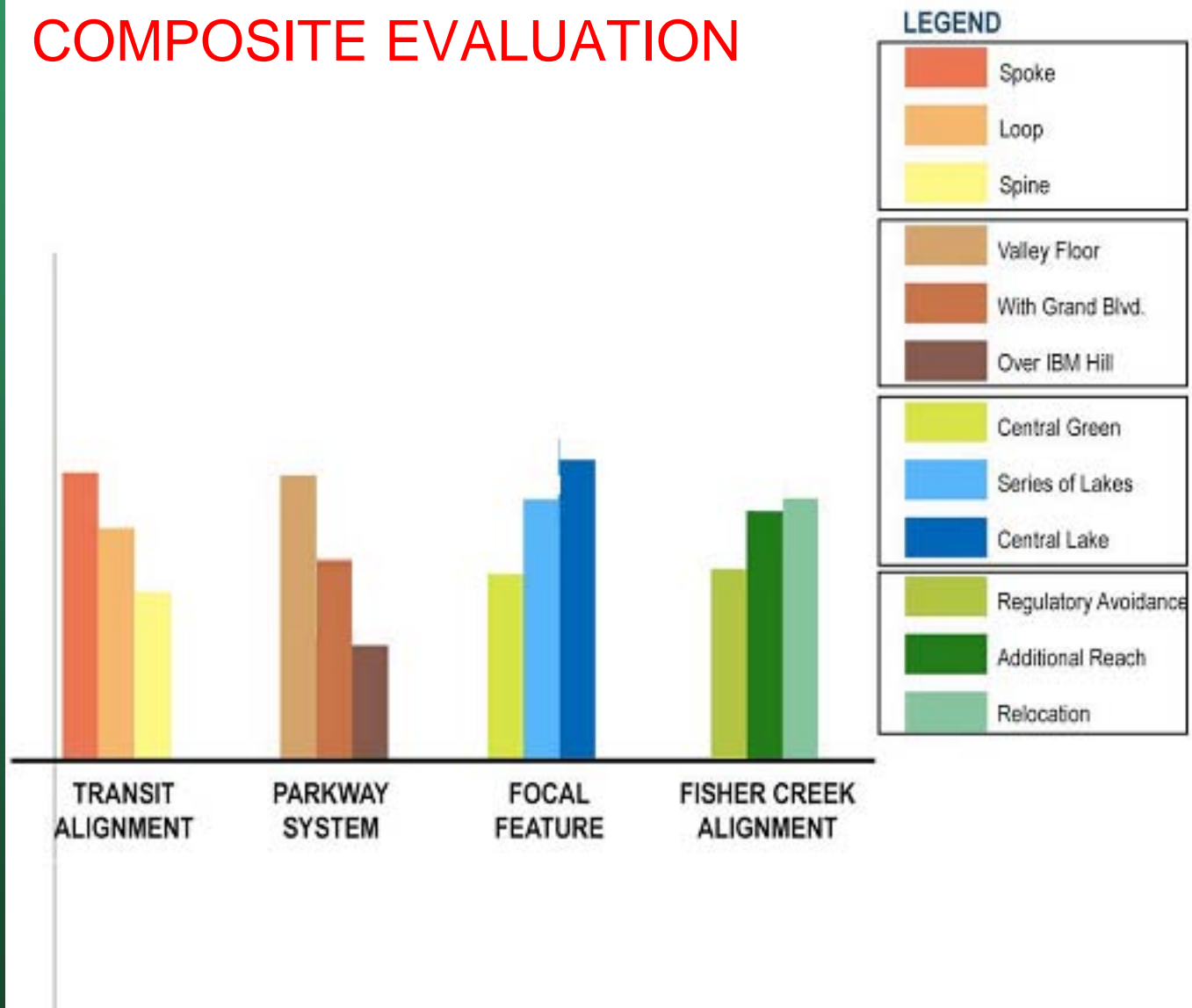
Transit Loop-Fisher Canal Enhanced-Linear Lake-Parkway Brought Internal-Bailey west as Grand Boulevard



SPINE Transit Spine-Fisher canal restored to natural alignment- Focal Lake-Parkway brought over a pass in hills north of Bailey-Bailey as an urban street and transit spine

## COMPOSITE FRAMEWORK

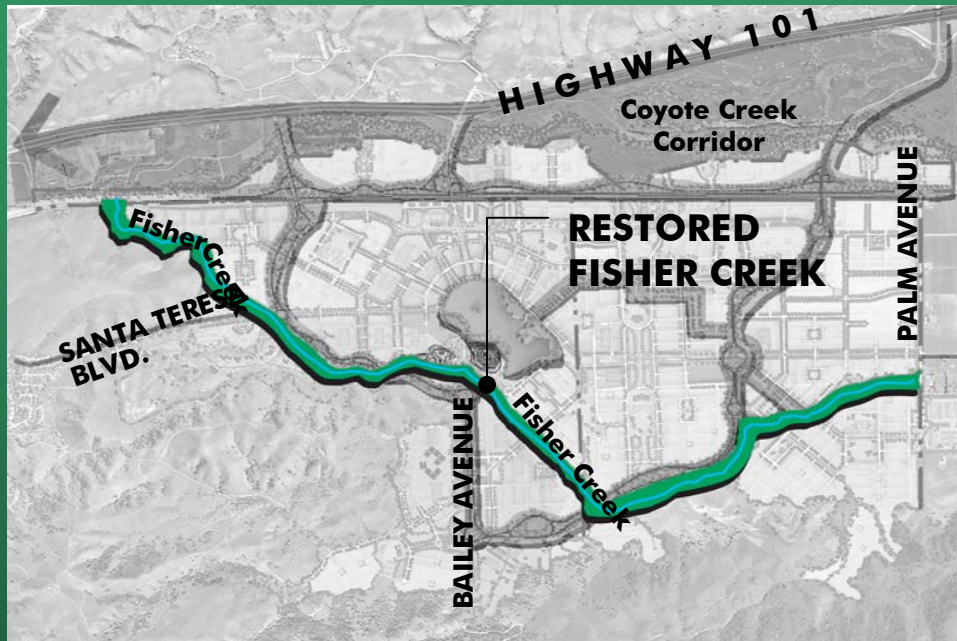
### COMPOSITE EVALUATION





## COMPOSITE GREEN, BLUE, MOBILITY FRAMEWORK

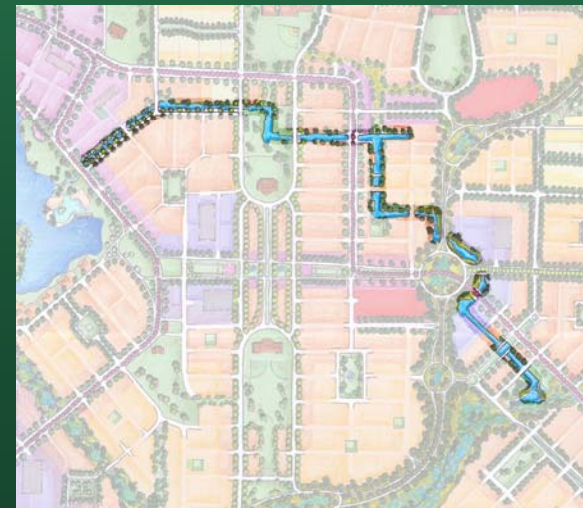
### RESTORED FISHER CREEK



### COYOTE LAKE



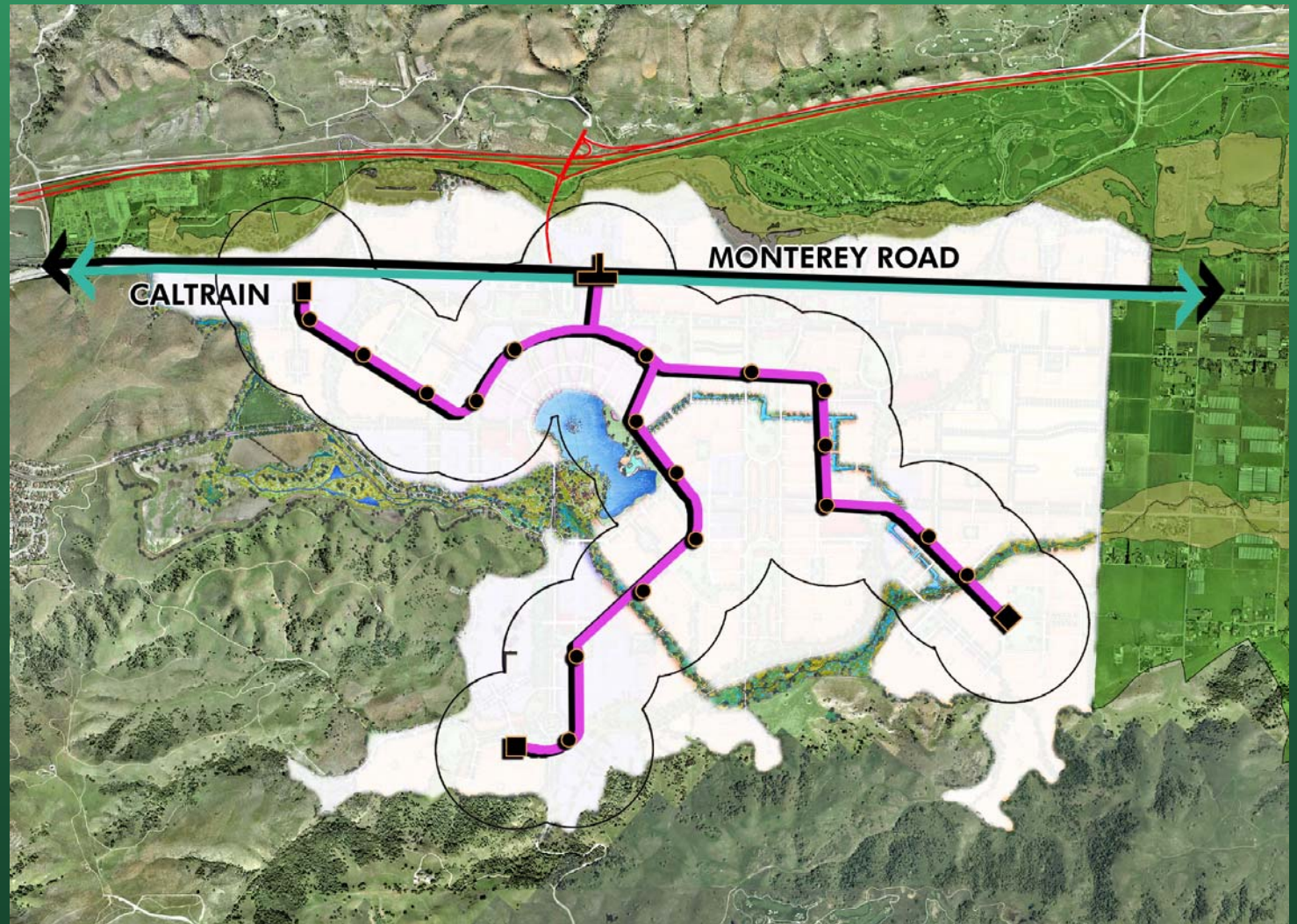
### CANAL PARK





COMPOSITE GREEN, BLUE, MOBILITY FRAMEWORK

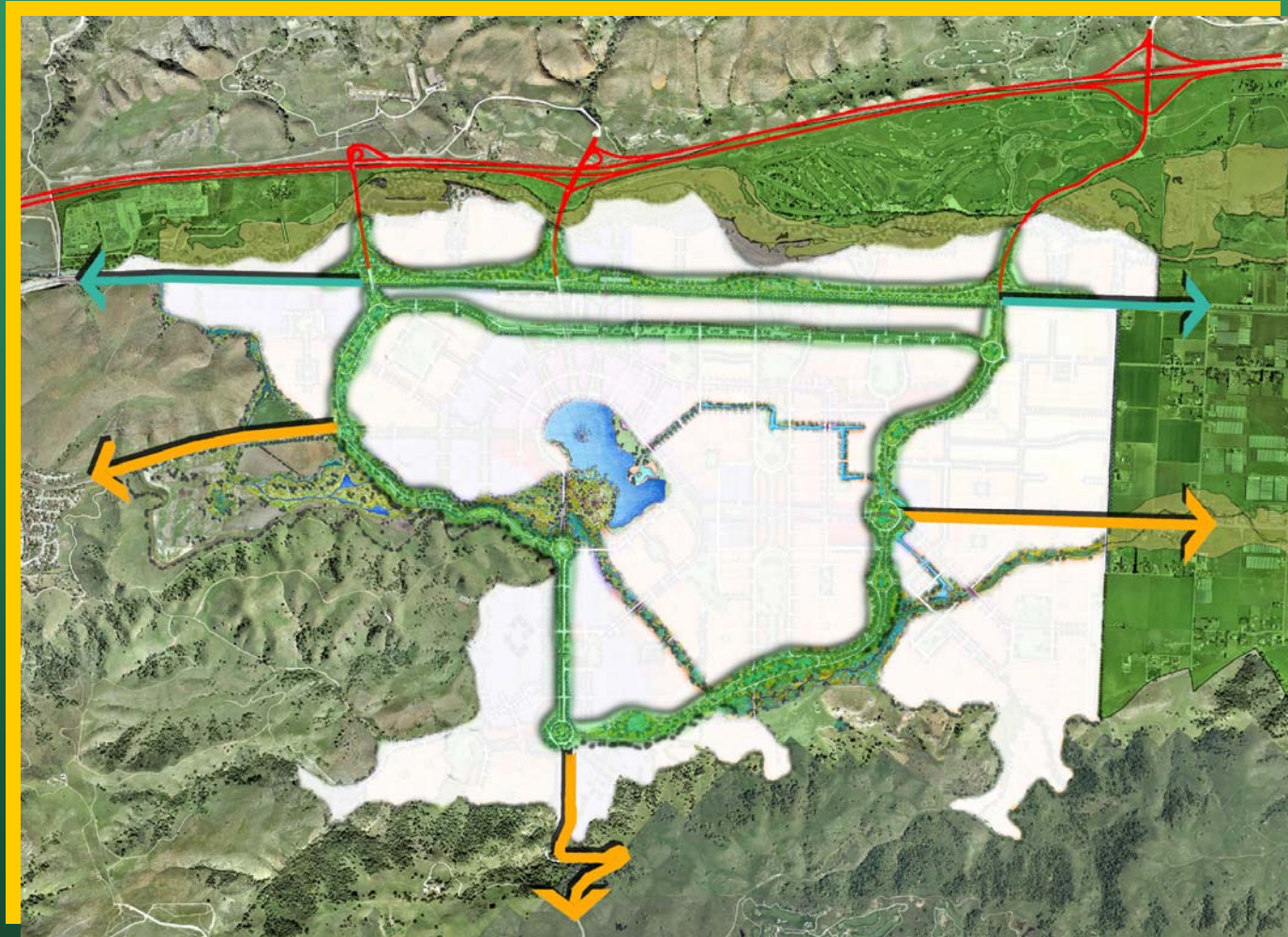
## A SPOKE TRANSIT SYSTEM





COMPOSITE GREEN, BLUE, MOBILITY FRAMEWORK

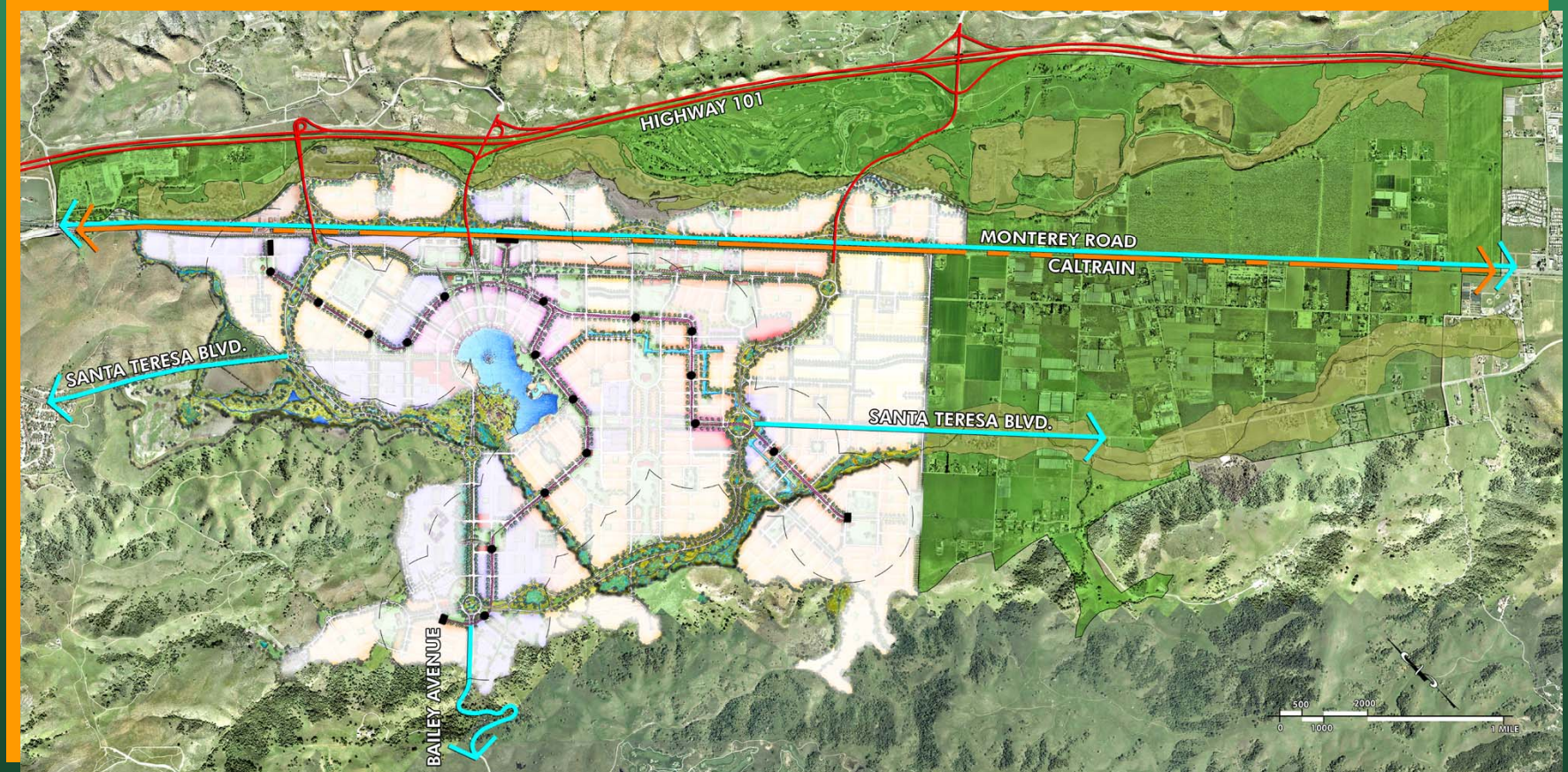
## PARKWAY AND BOULEVARD





# RESTORED FISHER CREEK-FOCAL LAKE-CANAL-PARKWAY- CONNECTIONS-SPOKE TRANSIT-CAL TRAIN

**September 2004-1<sup>st</sup> San Jose City Council Review of Infrastructure  
Framework and Approval to proceed**







# September 2004-January 2005 A Consensus Land Use Concept

Scaling

Workplace, Mixed-Use, and Residential Density Distribution

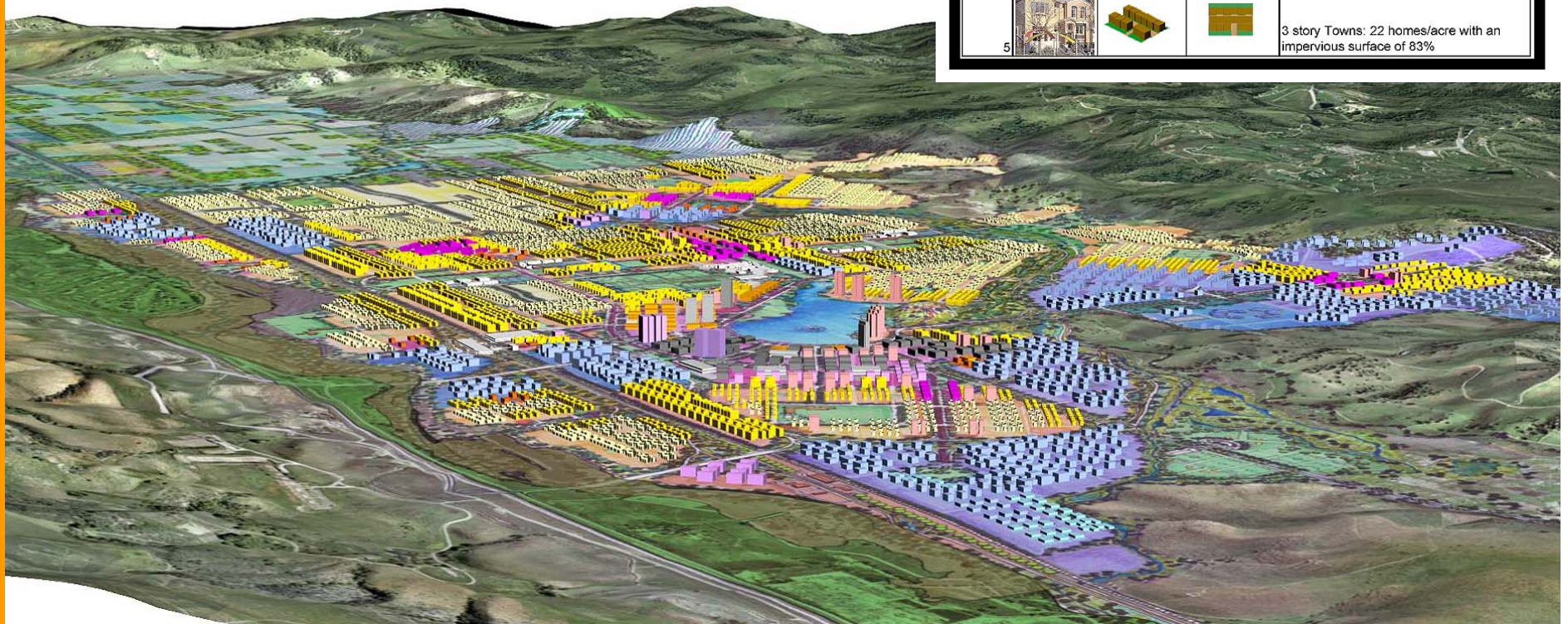
Mobility Modification

Urban Design

# Land Use: Scaling

Scaling 25,000 Homes  
50,000 Jobs

Residential Typology				Use Subcategory
Example	3D Icon	Plan Icon	TOTAL	
1				Highrise: 100 homes/acre with an impervious surface of 77%
2				9 Story Midrise: 75 homes/acre with an impervious surface of 89%
3				4 story frame o/podium: 45 homes/acre with an impervious surface of 83%
4				3 story frame w/surface pkg: 30 homes/acre with an impervious surface of 88%
5				3 story Towns: 22 homes/acre with an impervious surface of 83%

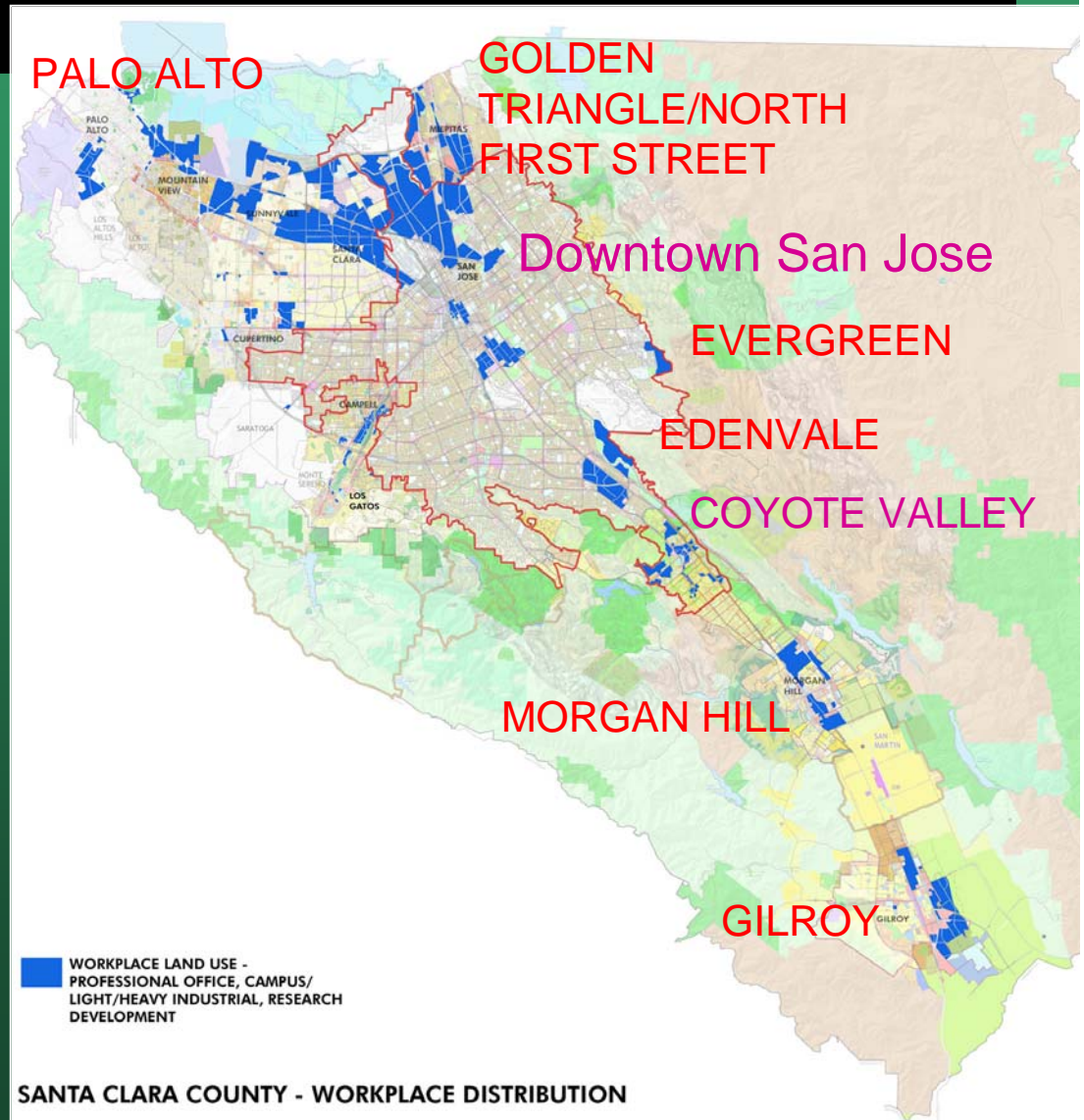




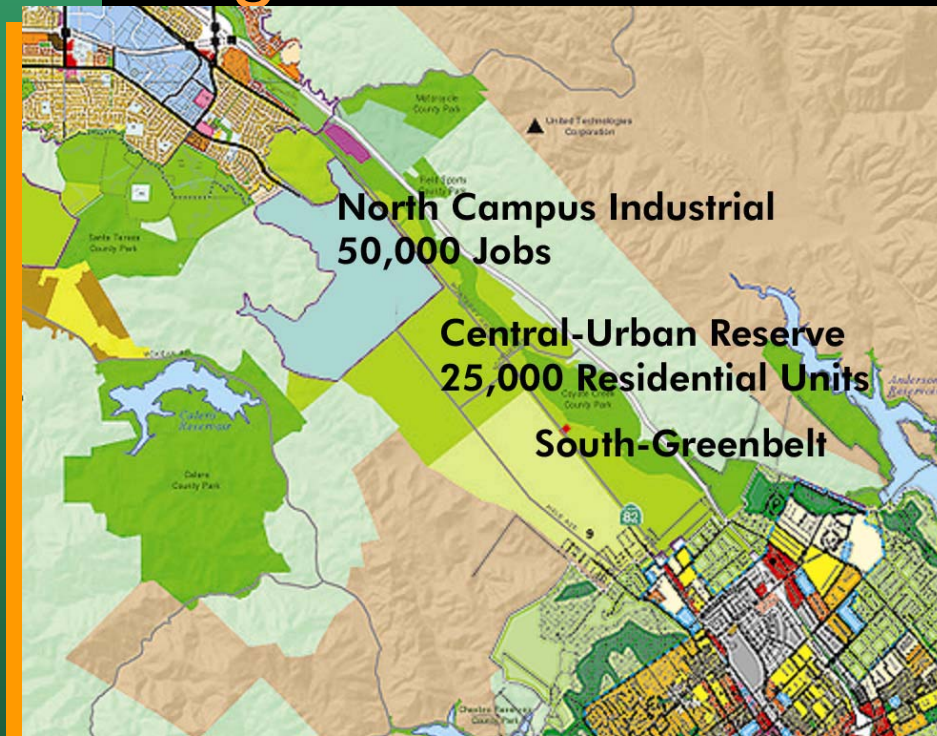
# Regional Solution

Chronic Regional  
Problem:

Most jobs north of  
Downtown San Jose  
Most housing south



# Regional Solution



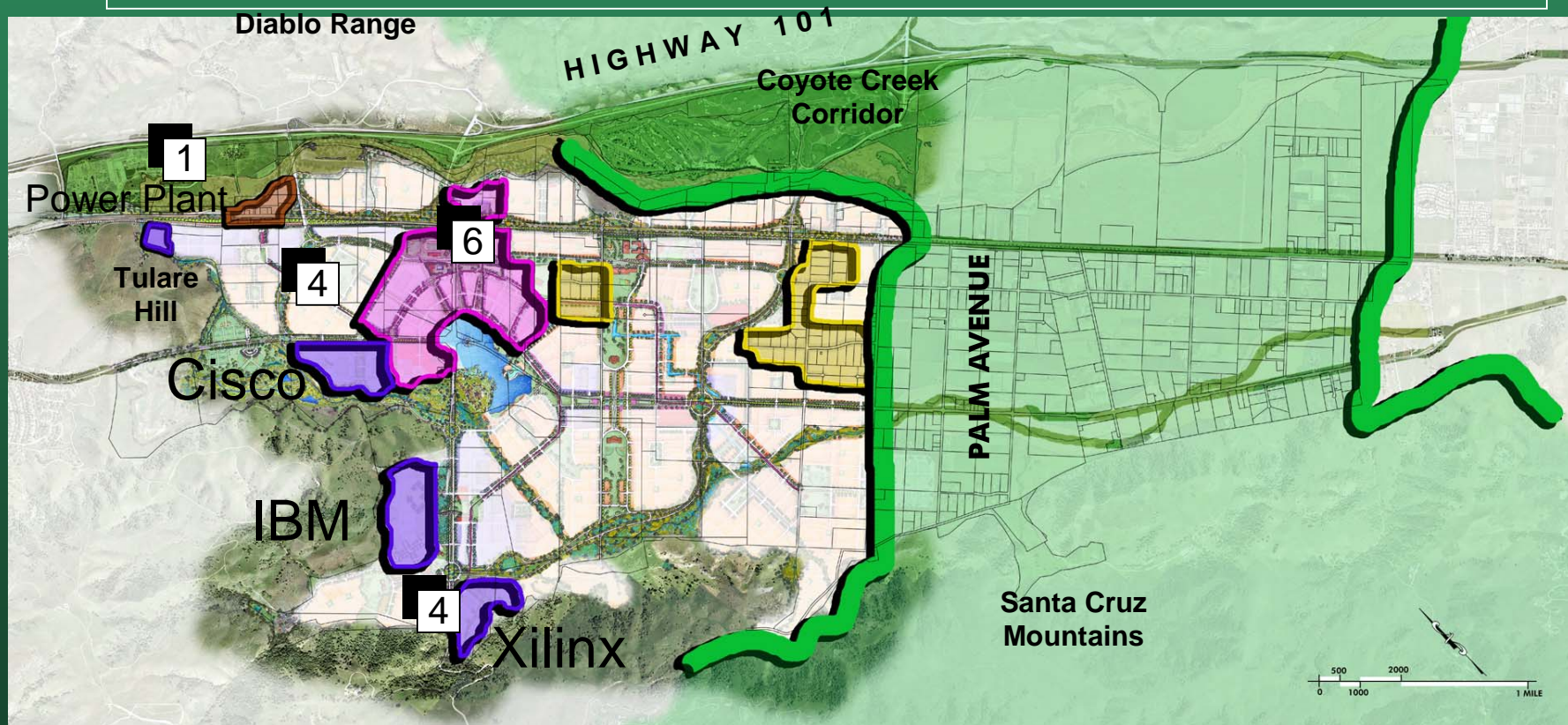
Currently entitled  
Coyote Valley Research  
Park





## LAND USE PRINCIPLES AND ASSUMPTIONS

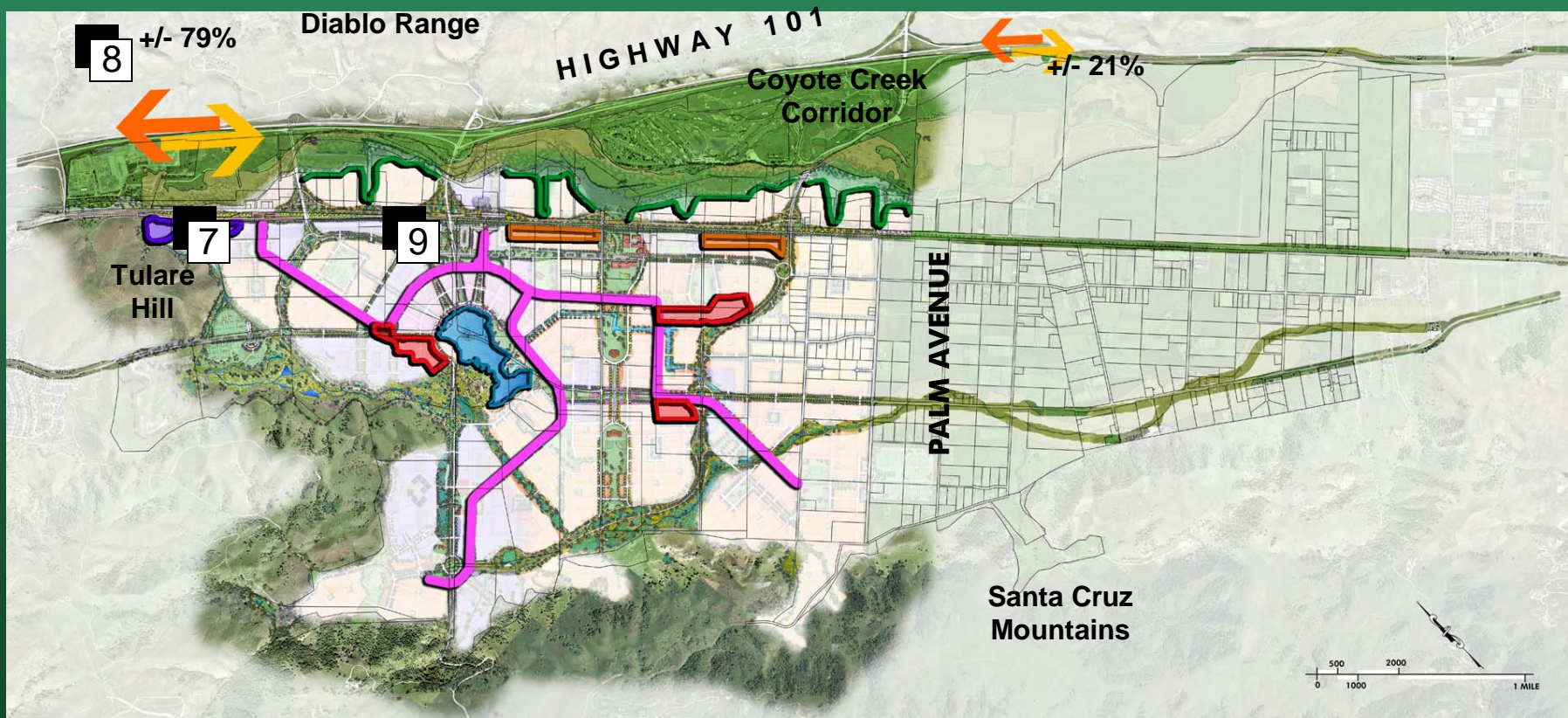
- 1 - Develop appropriate buffering land use & maintain adequate distance between Metcalf Power Plant & any residential.
- 2 - Maintain the Hamlet as a unique historic neighborhood.
- 3 - Maintain a distinct rural break between San Jose & Morgan Hill.
- 4 - Maintain existing industry driving workplace users opportunities.
- 5 - Preserve, protect & transition around existing residential neighborhoods.
- 6 - Greatest intensity & mix of uses at community core.





## LAND USE PROPOSALS

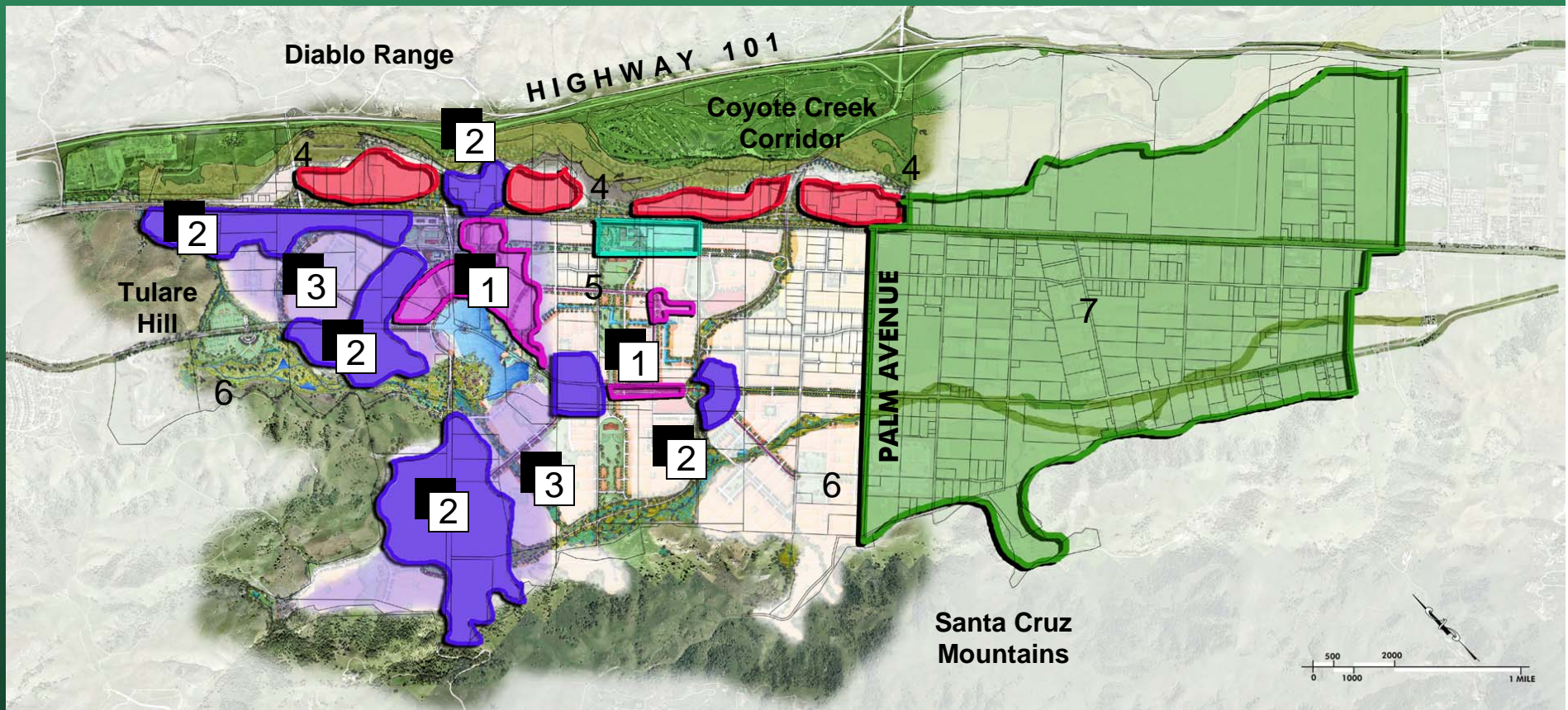
- 7 - Lower intensity workplace facilities along railroad.
- 8 - Most (79%) of non-local workers will live to the north, so workplaces should remain primarily in the north.
- 9 - Uses should intensify along fixed guideway transit.
- 10 - Local retail should be convenient to both transit & auto.
- 11 - Higher density residential can use structured parking to buffer railroad.
- 12 - Residential uses east of Monterey Road can orient to Coyote Creek open space.





## LAND USE ISSUES

- 1 - A substantial component of industry driving jobs should be accommodated in mixed use areas.
- 2 - Maintain some traditional corporate campus opportunities.
- 3 - Intensify workplace by using structured parking to allow a greater proportion of family housing
- 4 - Provide options for large format & big \$ (i.e. auto) retail sales tax generators along Monterey Road.
- 5 - Locate high school away from railroad & consider possibility of 2 smaller high schools.
- 6 - Locate regional play fields in greenbelt and / or Laguna Seca detention area.
- 7 - Acquisition, agricultural viability, environmental / land value enhancement.





## LAND USE ISSUES

3 - Intensify workplace by using structured parking to allow a greater proportion of family housing

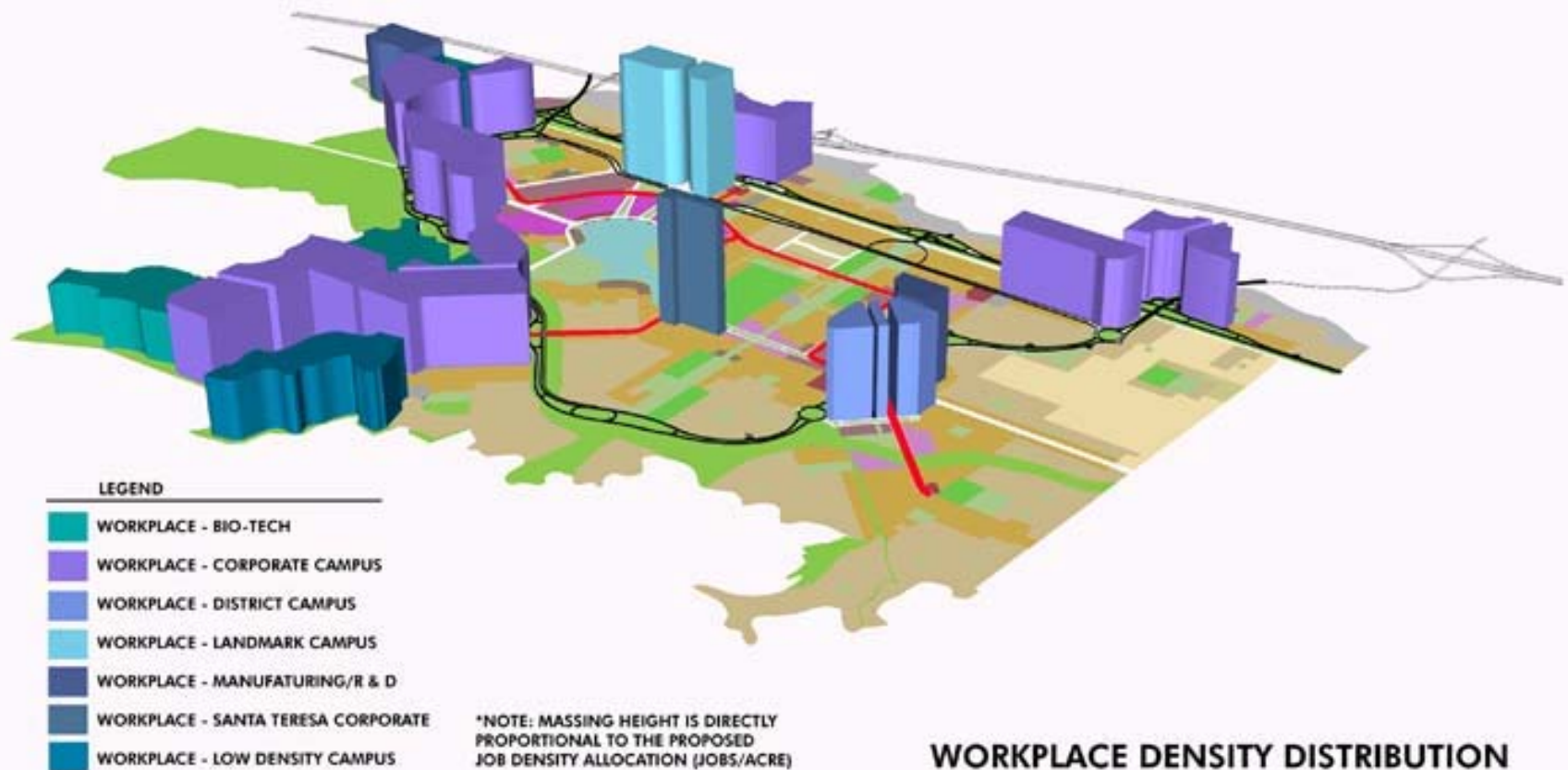


IBM

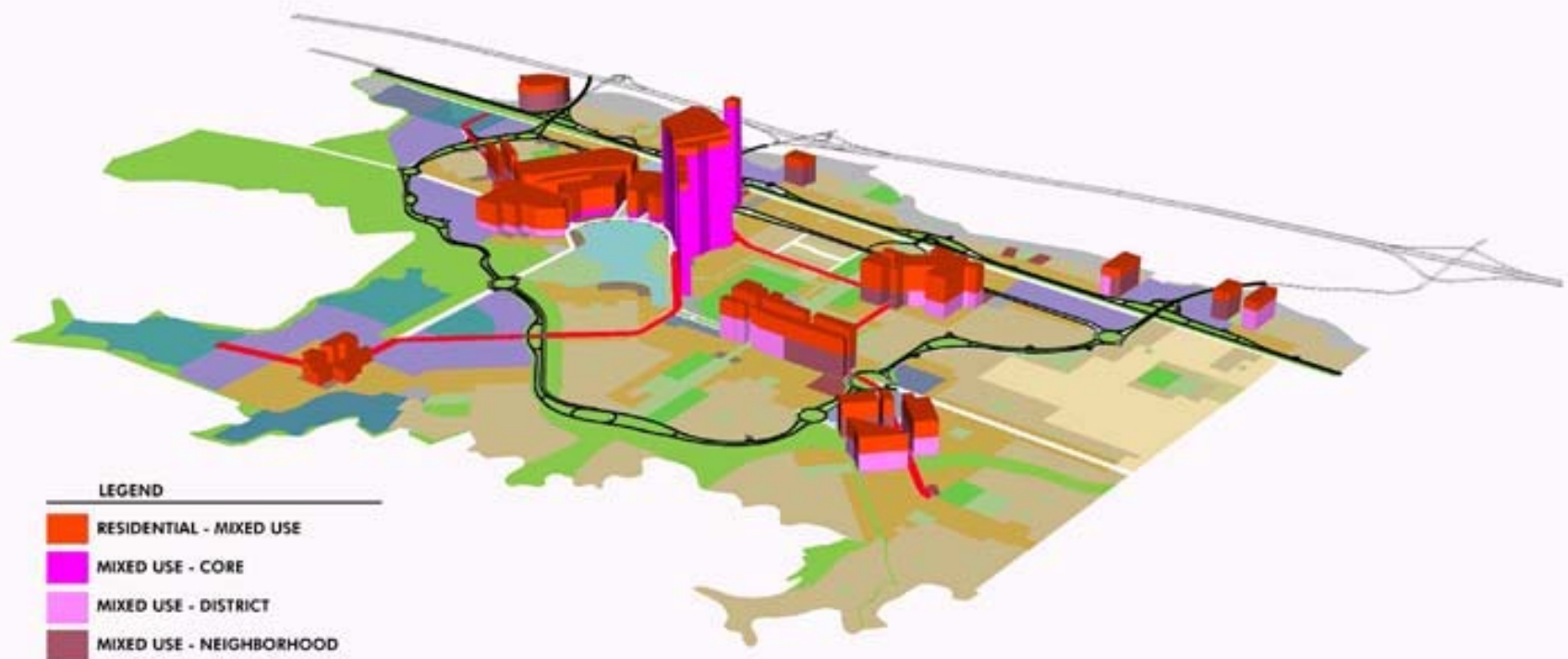
Workplace densification opportunity with structured parking



# Land Use: Workplace Intensity



# Land Use: Mixed-Use Intensity



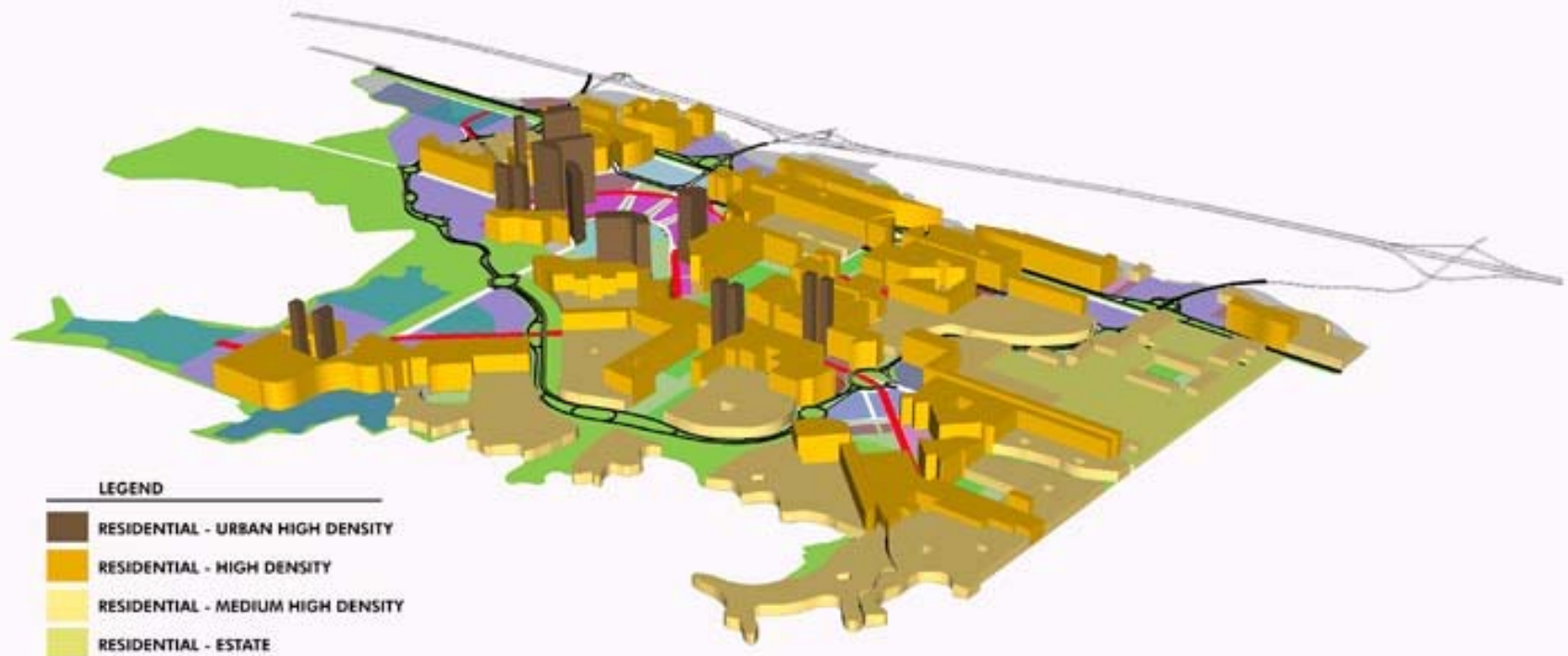
\*NOTE: STACKED RESIDENTIAL MASSING HEIGHT IS DIRECTLY PROPORTIONAL TO THE PROPOSED HOUSING DENSITY ALLOCATION (UNITS/ACRE)

\*NOTE: MASSING HEIGHT IS DIRECTLY PROPORTIONAL TO THE PROPOSED JOB DENSITY ALLOCATION (JOBS/ACRE)

**MIXED USE DENSITY DISTRIBUTION**



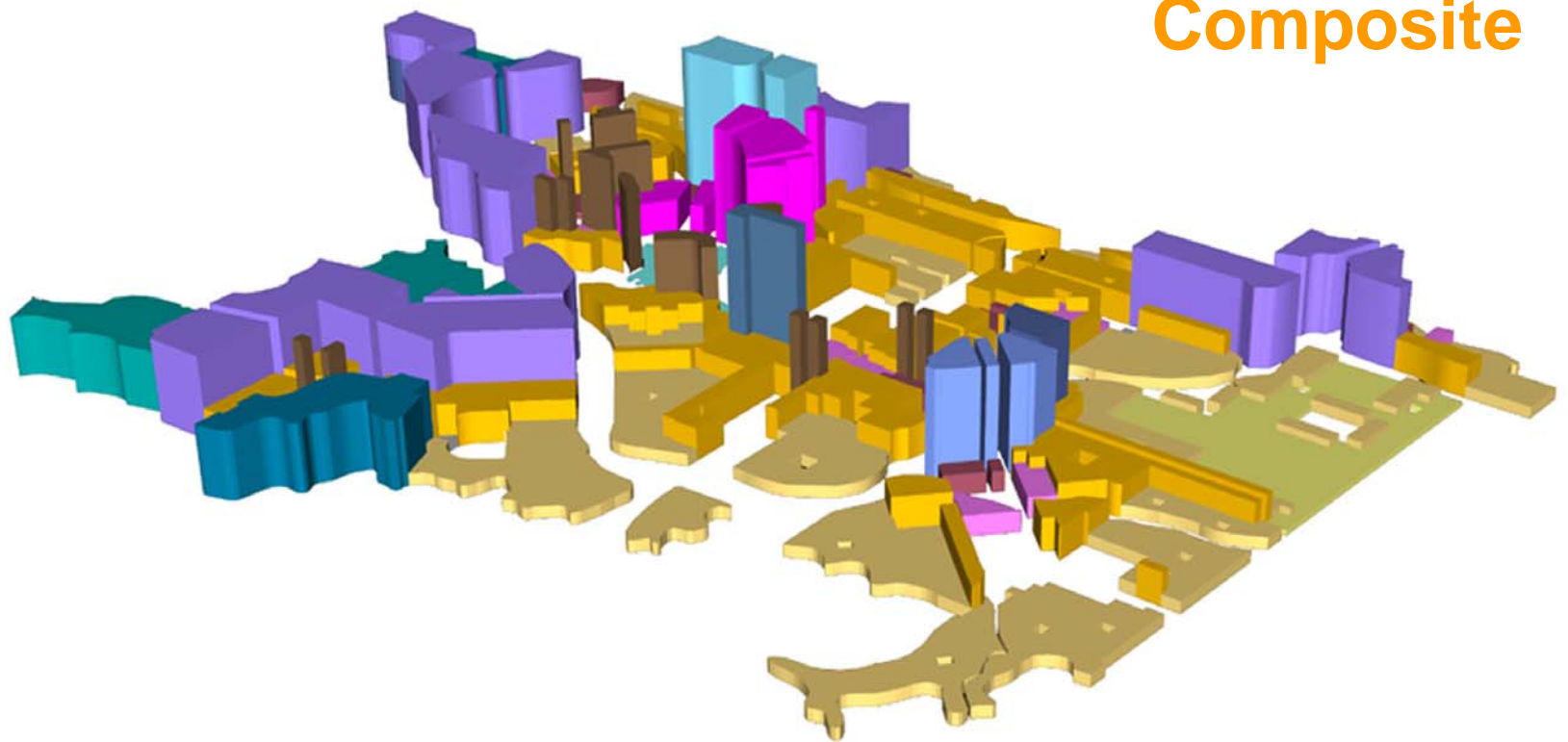
# Land Use: Residential Intensity



\*NOTE: MASSING HEIGHT IS DIRECTLY PROPORTIONAL TO THE PROPOSED HOUSING DENSITY ALLOCATION (UNITS/ACRE)

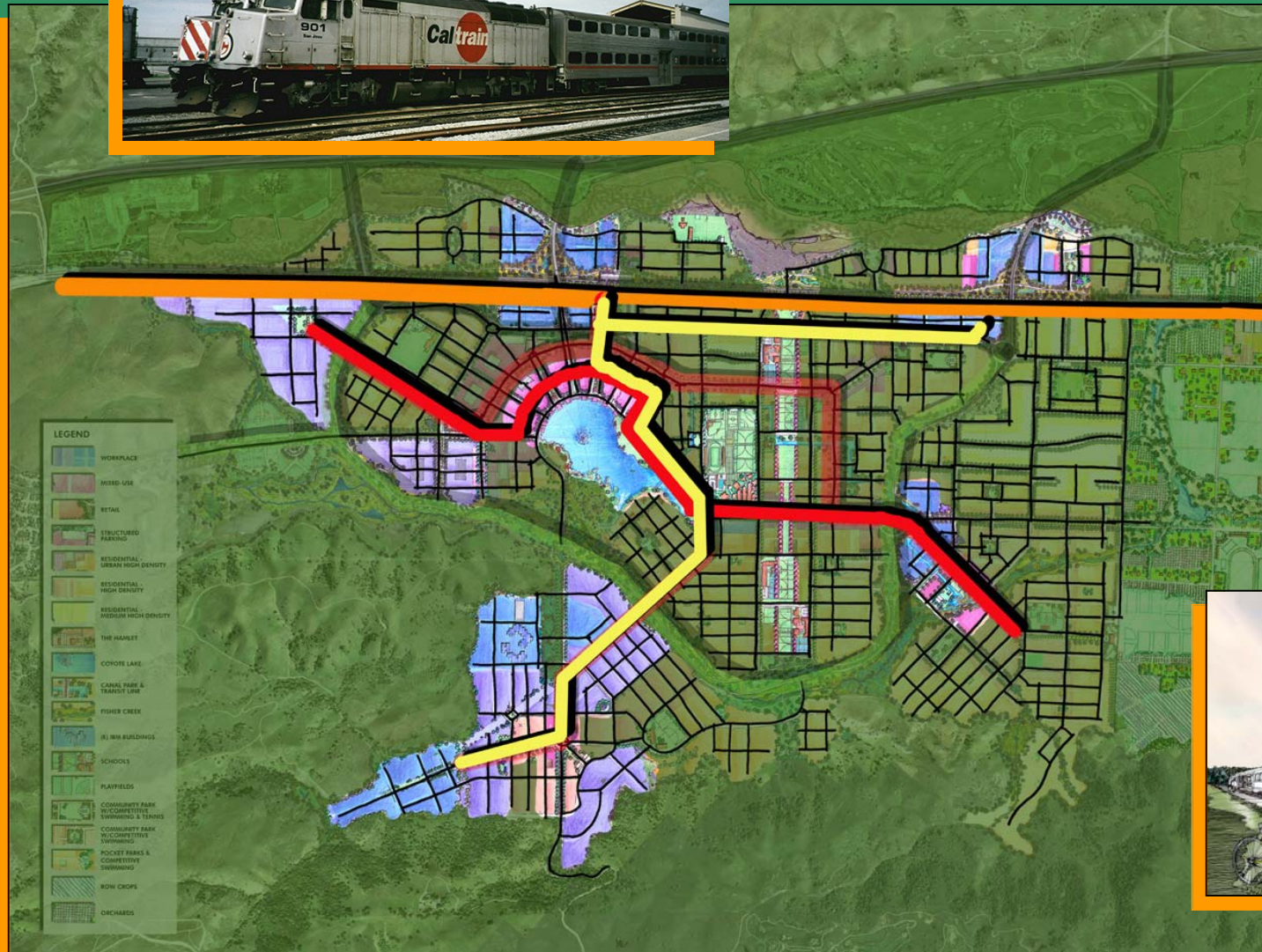
**RESIDENTIAL DENSITY DISTRIBUTION**

# Land Use: Development Intensity Composite





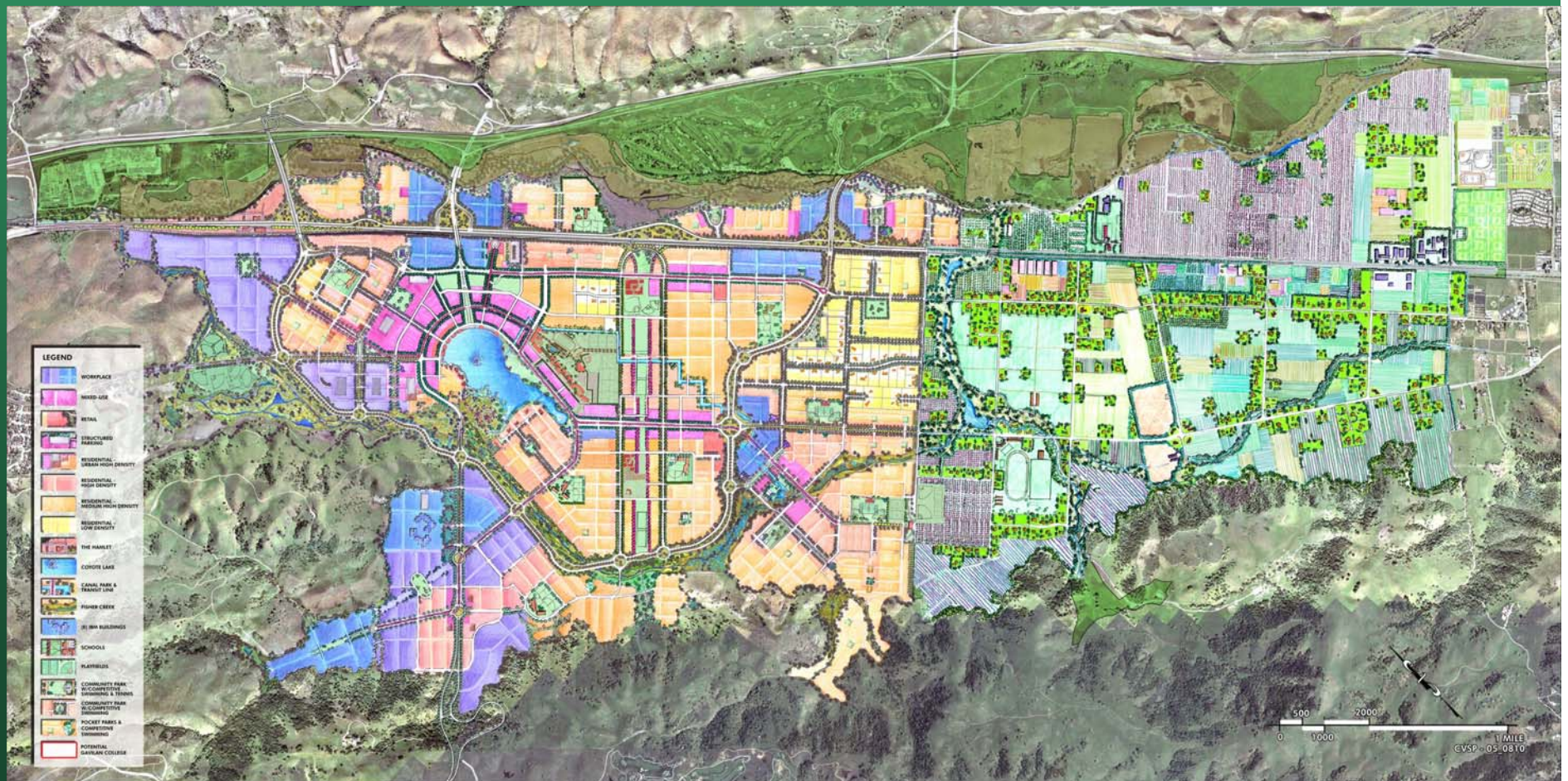
# Caltrain and Fixed Guideway Transit Modification





# Illustrative Land Use Plan

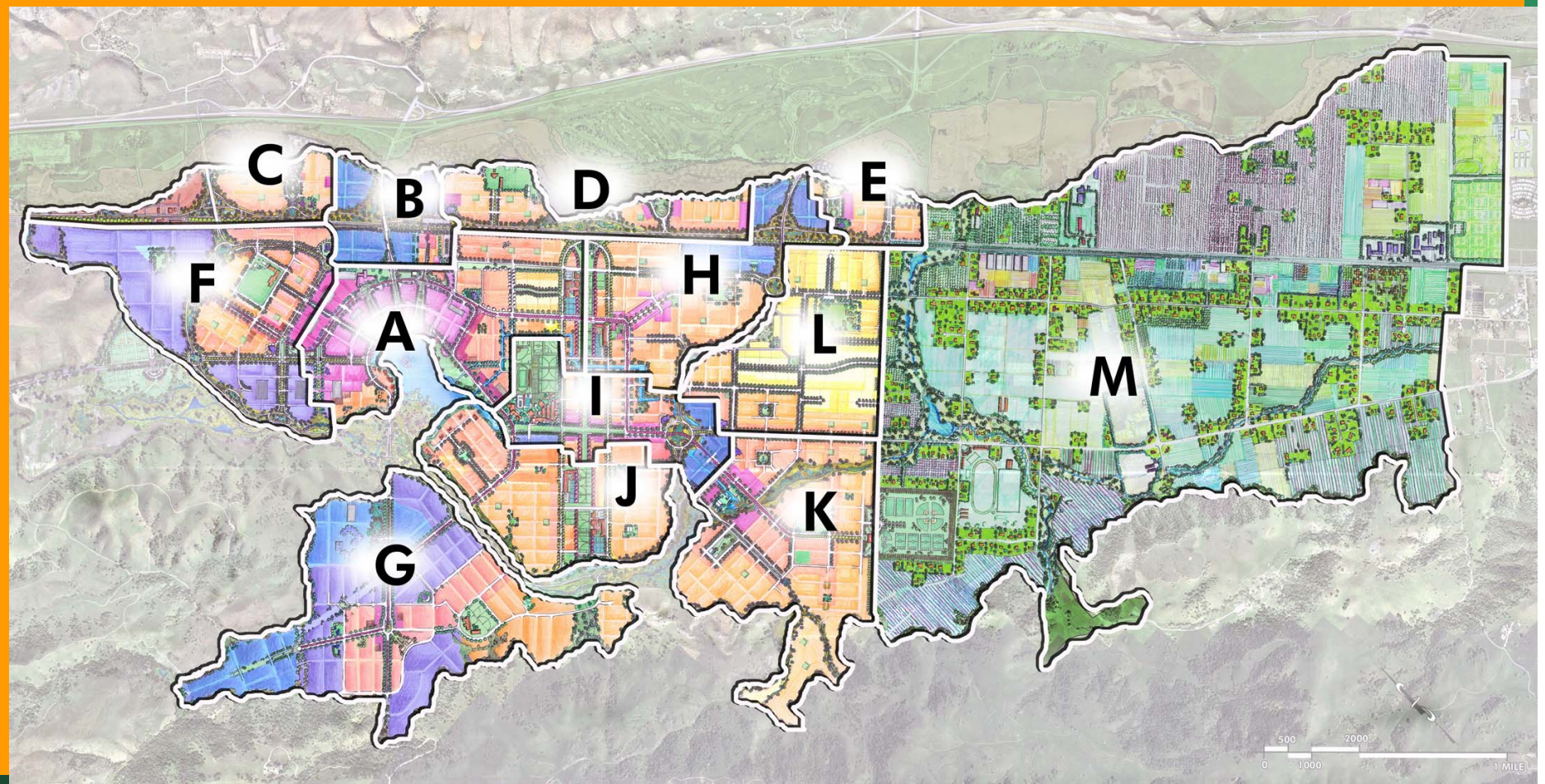
January 2005 2<sup>nd</sup> San Jose City Council review of  
conceptual land use and approval to proceed to EIR





# URBAN DESIGN

## Districts

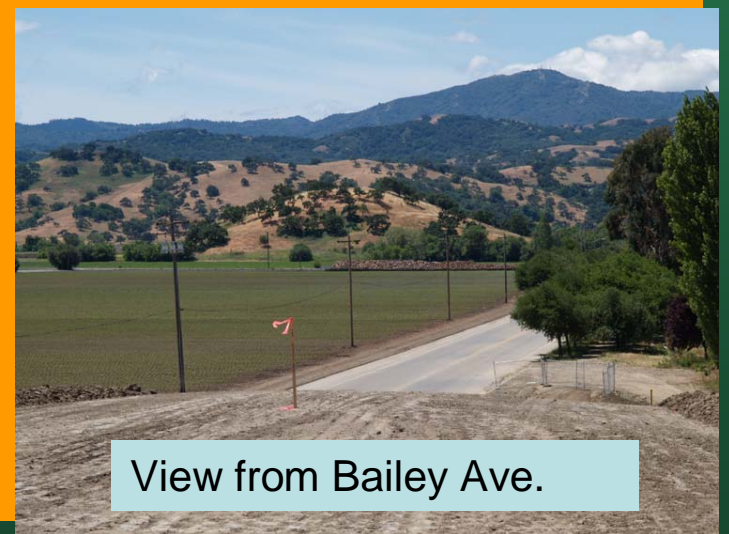
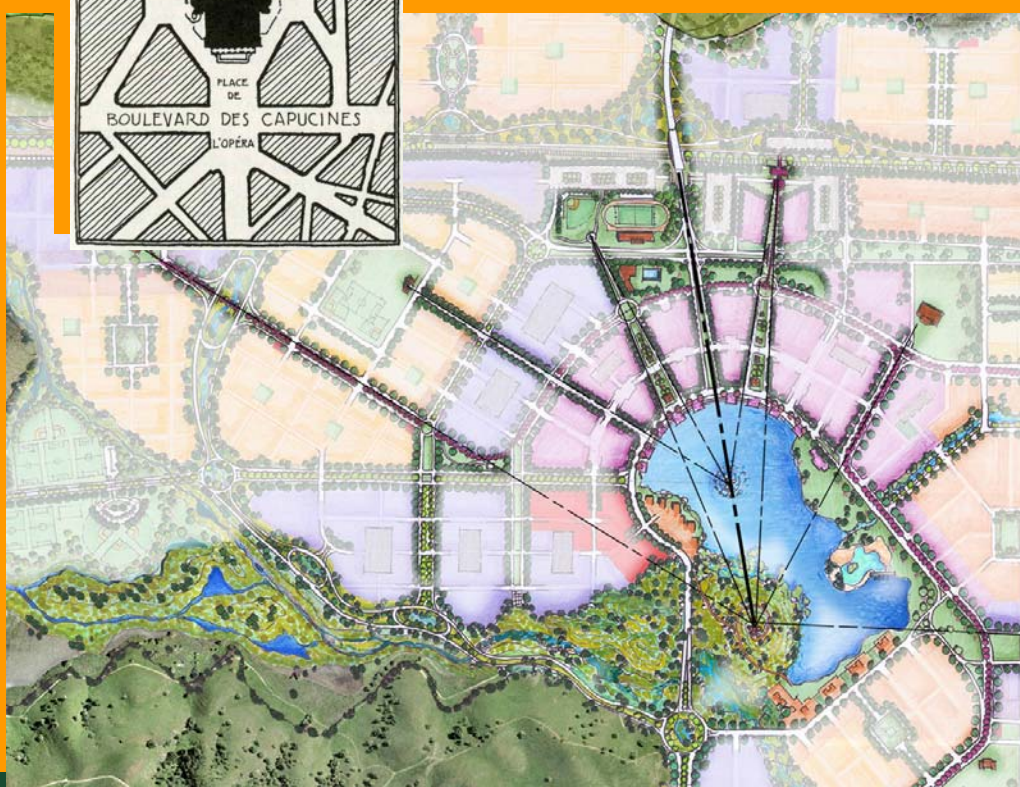
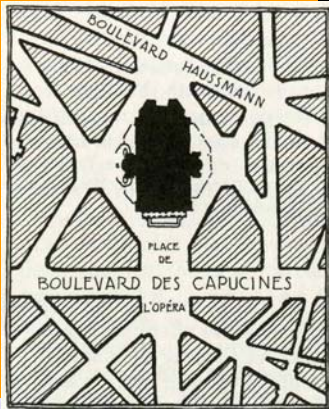




CIVIC CELEBRATION

GATEWAY, AXES & FOCAL POINTS

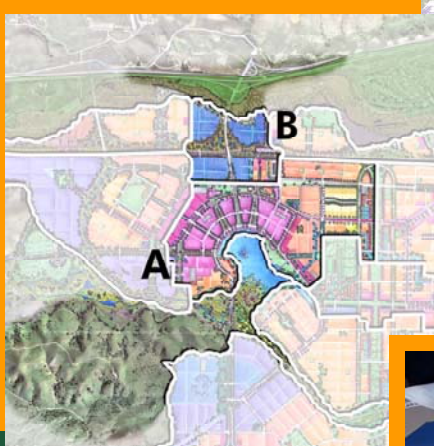
LAKE AND HILLTOP



View from Bailey Ave.



# COMMUNITY CORE



Design studio consensus



Santa Teresa Blvd.  
around the lake



# NEIGHBORHOODS

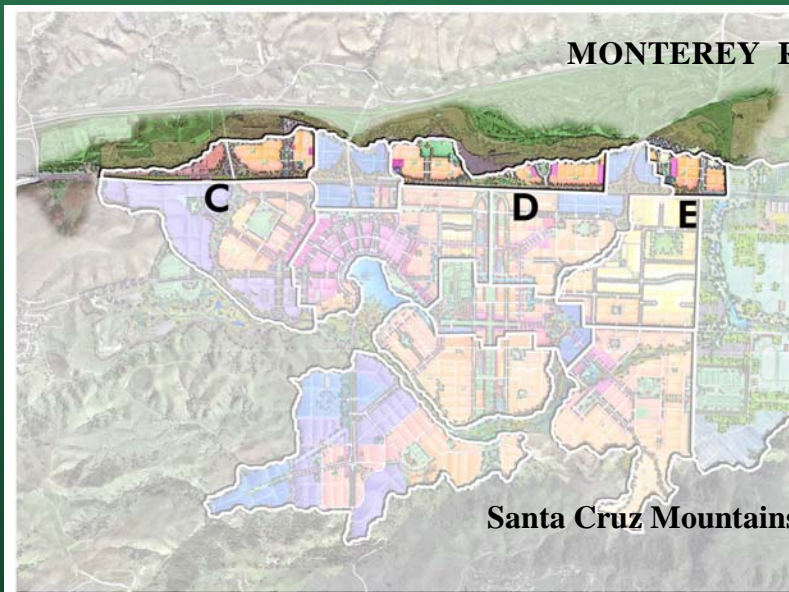




## PLANNING AREAS C,D & E



Coyote Creek  
Corridor



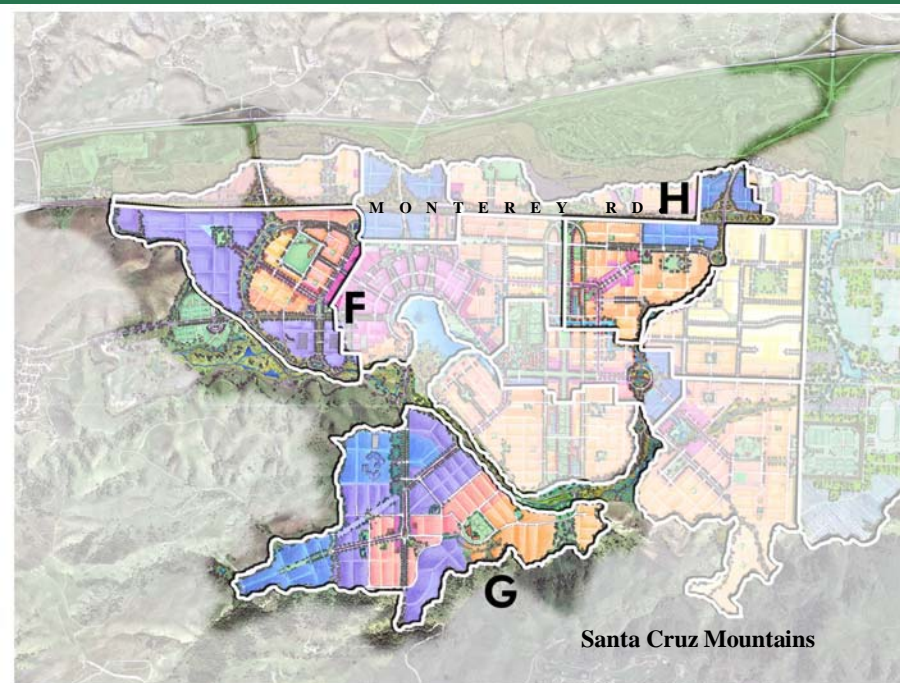
MONTEREY RD.

Santa Cruz Mountains

Lower density neighborhoods with  
orientation toward Coyote Creek  
Trail + Restored Hamlet



## PLANNING AREAS F, G & H



Integrate workplace, residential and neighborhood commercial



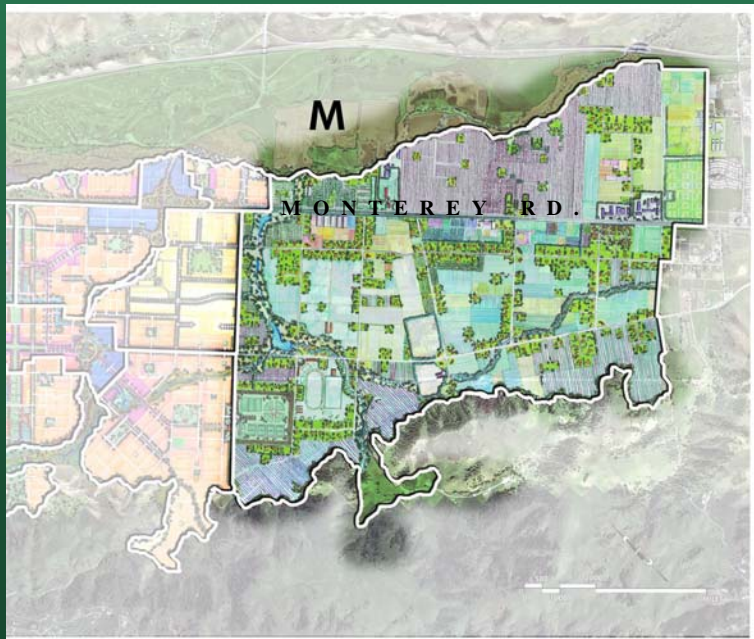
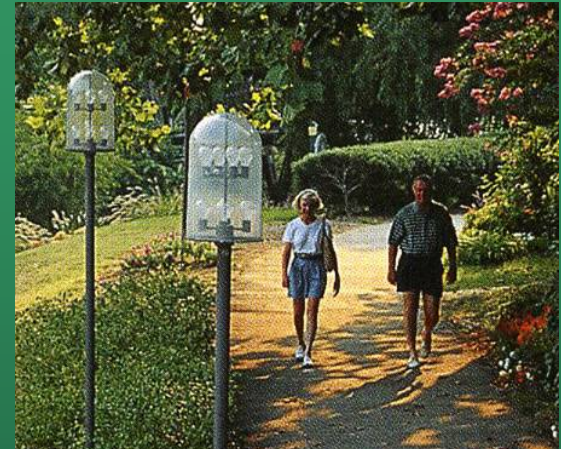
## PLANNING AREAS I, J, K & L



Integrate existing neighborhoods and lower densities to the west and south toward hills and greenbelt



## PLANNING AREA M-Greenbelt

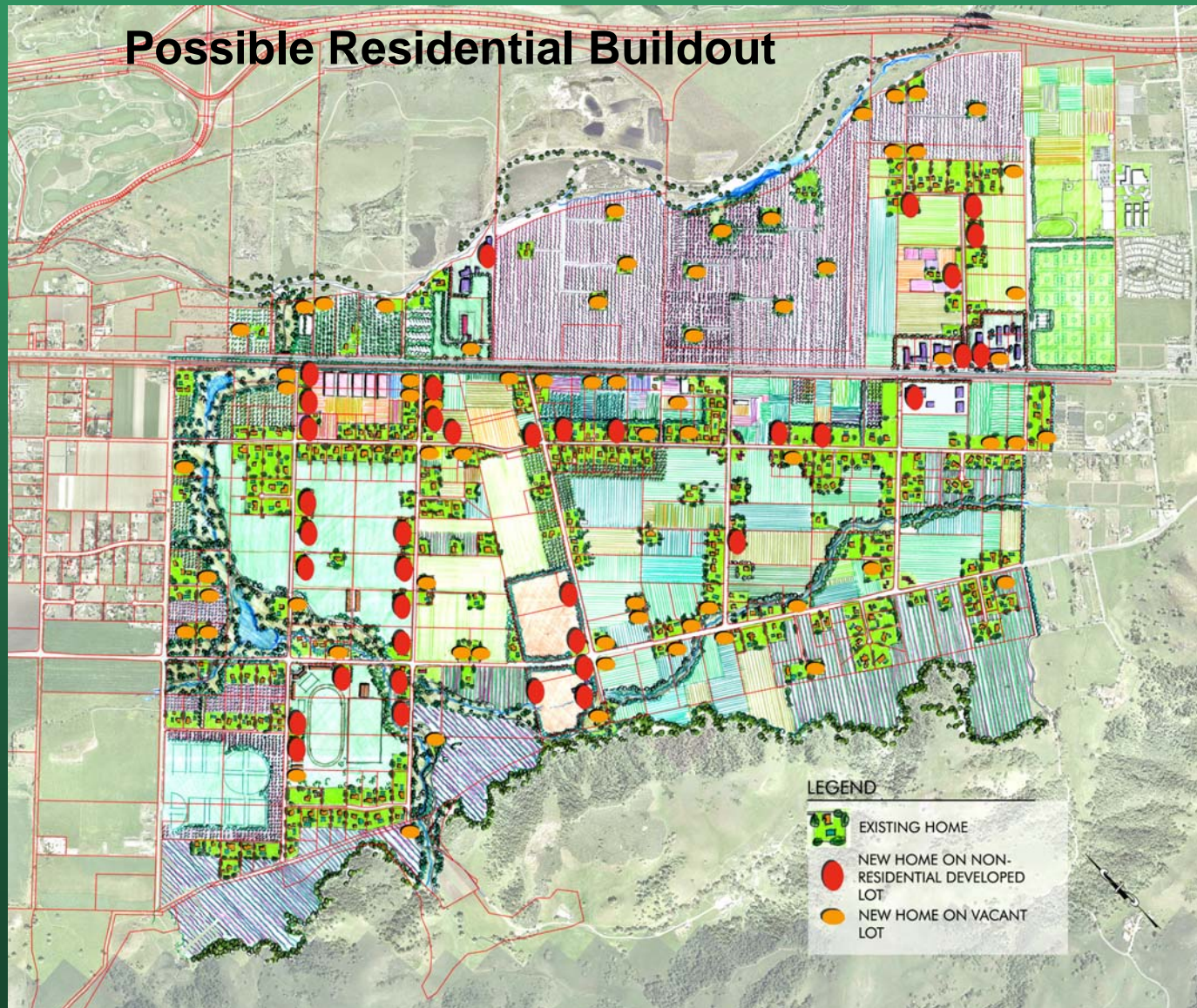


Encourage urban edge agriculture and allow agricultural estate with no further subdivision below 20 acre parcels



## PLANNING AREA M-Greenbelt

### Possible Residential Buildout





Micrograph showing a cross-section of a plant stem, likely a root or stem, with visible vascular bundles (xylem and phloem) and surrounding tissue. The image is labeled with a scale bar indicating 100 μm.

## Example: Agricultural Trust Consolidated Farm Blocks

**LEGEND**

ORCHARD (ORC)	FLOWERS (FL)
OLIVES (OL)	ROW CROP (RC)
NUTS (NT)	NURSERY (NU)
VINEYARD (VIN)	CHRISTMAS TREES (CT)
ANIMAL PASTURE (AP)	MUSHROOM (MUS)
EQUESTRIAN (EQ)	AG. INDUSTRY (AI)
TURF (TF)	

**LEGEND**

ORCHARD (ORC)	FLOWERS (FL)
OLIVES (OL)	ROW CROP (RC)
NUTS (NT)	NURSERY (NU)
VINEYARD (VIN)	CHRISTMAS TREES (CT)
ANIMAL PASTURE (AP)	MUSHROOM (MUS)
EQUESTRIAN (EQ)	AG. INDUSTRY (AI)
TURF (TF)	





# 2005

## Pre-Draft Specific Plan Public Agency Review, Comment, Negotiation

Morgan Hill Schools & City of San Jose Parks  
Gavilan College

## Implementation Strategies

Triggers and Phasing  
Mobility Network Criteria

## Draft Specific Plan/EIR Initiation

Figure 10-10: Micrograph of a cross-section of a plant stem showing vascular bundles. The bundles are arranged in a ring, with xylem (large vessels) on the inside and phloem (smaller cells) on the outside. The central pith is visible in the middle.





## Mobility Criteria

# HIGHER VOLUME STREETS (FIXED)

### LEGEND

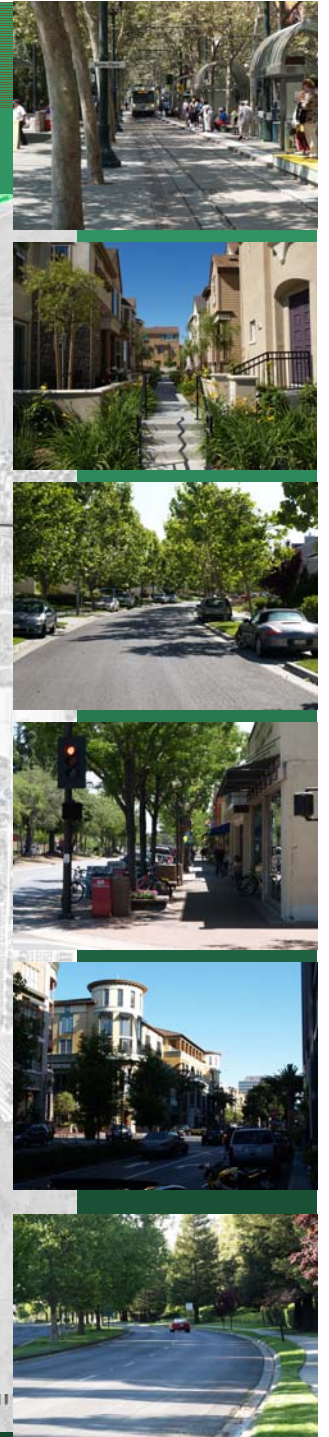
- HIGHER VOLUME STREETS
- BUSY URBAN STREETS
- NEIGHBORHOOD THROUGH STREETS
- DESTINATIONS, CONNECTIONS & PRINCIPLES
- BLOCK PRINCIPLES & PATTERNS
- PEDESTRIAN CONNECTIONS
- TRANSIT

EXISTING BUILDINGS  
SCHOOLS  
PLAYFIELDS  
COMMUNITY PARK  
DISCREETIVE  
SPACES & TUNNELS  
COMMUNITY PARK  
DISCREETIVE  
SPACES  
POCKET PARKS &  
COMPETITIVE  
SPACES  
POTENTIAL  
GAULSHAM COLLEGE  
POTENTIAL  
GAULSHAM COLLEGE

0 200 400 600 800 1000  
DATE: 06.01.06  
SCALE: 1" = 500'

STREETS & CONNECTIVITY

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# 2006

Specific Plan Refinements/EIR

# 2007

EIR Publication, Comment Period, Public Response, Revise





# DEIR Circulation

- Project description accepted by City Council January 2006
- Circulated Initial Draft CVSP
- Circulated Draft EIR for 90 days, March – June 2007
- Received significant comments
- Decision by Director to revise & recirculate DEIR



# DEIR Comment Highlights

- Project description – incomplete, interim development phasing, etc.
- Traffic – not enough impacts or mitigation
- Biology – nitrogen deposition & corridors
- Hydrology, water quality & supply
- Climate change by CA Attorney General
- “Vineyard” Court decision



# Next Steps



- Modify Plan
- Draft Form-Based Zoning
- Develop Financing, Phasing & Implementation Strategy
- Revise & recirculate CVSP & DEIR
- Certification of FEIR & CVSP Public Hearings by Planning Commission
- Consideration by City Council